SHIPWRECKS

AND

DISASTERS AT SEA;

OR

HISTORICAL NARRATIVES

OF THE

MOST NOTED CALAMITIES AND PROVIDENTIAL DELIVERANCES, WHICH HAVE RESULTED FROM

Maritime Enterprise:

WITH A SKETCH OF VARIOUS EXPEDIENTS FOR PRESERVING THE

LIVES OF MARINERS.

IN THREE VOLUMES.

VOLUME III.

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WRECK OF THE GROSVENOR EAST INDIAMAN, ON THE COAST OF CAFFRARIA, 1782.

Few shipwrecks have excited equal interest with that which is now about to be related. In others the fate of the unfortunate mariner is, in general, speedily decided. An hour will bring relief; a moment will plunge him into destruction. But here a series of protracted sufferings is presented to view; delicate females of the higher ranks, accustomed to all the comforts of life, at once left destitute, and exposed to insult and indignity from savages; husbands witnessing the afflictions of their wives, parents the miseries of their children. Trackless deserts were crossed, and woods almost impervious, penetrated, while the more hardy and adventurous, but few in number, after enduring unparalleled distress for one hundred and seventeen days, rescued themselves from the ca-

lamitous event, which proved fatal to so many of their unhappy comrades.

On the 13th of June 1782, the Grosvenor left Trincomalee, in the island of Ceylon, homeward bound, and about a month from that period saw a sail. On the 3d of August, Captain Coxon, her commander, considered himself an hundred leagues from the nearest land. That and the preceding day it blew hard, and on the 4th, being Sunday, the ship was lying to under a foresail and mizen-stay-sail.

Before day-light, John Hynes, a seaman, with one Lewis, and several others, were aloft striking the foretop-gallant-mast. While there, Hynes asked Lewis if he did not think there was land where breakers appeared; to which the latter answering in the affirmative, they all hastened down to inform the third mate, Mr Beale who had the watch, of so alarming an occurrence.

Mr Beale, instead of paying any attention to their information, only laughed at their knowledge, refusing credit to their conjecture. On which Lewis ran into the cabin, and acquainted the captain, who instantly came out, and ordered the ship to be wore. The helm was accordingly put hard a-weather, the mizen-staysail hauled down, the fore-topsail and jib let go, and the afteryards squared, by which means the ship's head was brought nearly round; but before this could be accomplished, her keel struck. As she beat very hard, every soul on board instantly ran upon deck.

Horror and apprehension were now painted in all; though the captain endeavoured to dispel alarm, and to pacify the passengers, assuring them, that

he was not without hope of being able to save them all, and entreated them to be composed.

On sounding the pumps, no water was found in the hold; the ship's stern lying high on the rocks, and the fore part being considerably lower, it had all run forward. About ten minutes after the ship struck, the wind came off shore, which now created lively apprehensions of being driven out to sea, and deprived of the sole chance of safety.

The gunner was ordered to fire signals of distress; but on his attempting to get into the powder-room, he found it full of water; therefore the captain first ordered the mainmast to be cut away, and then the foremast. No effect, however, ensued; and the ship lying within three hundred yards of the shore, it proved impossible to save her.

The distraction of those on board at this time is not to be described; despair was seen in every countenance, and the utmost anarchy and confusion prevailed. Those most composed were employed in devising means to gain the shore, and set about framing a raft of such masts, yards, and spars, as could be got together. By this expedient there was a prospect of conveying the women, children, and sick, safely to land.

Meantime, a Lascar and two Italians attempted to swim ashore with the deep sea-line; one of the latter perished in the waves, though the others succeeded. By means of the small line, a much larger one was conveyed ashore, and by the aid of this one, a hawser. In drawing the hawser ashore, the two men were assisted by a great number of the natives, who had now crowded to the water's edge. The masts were soon drove in by

the surf and current, and whenever within reach were stripped of their hoops, by the natives.

After the hawser was got out, it was fastened round the rocks by one end, and the other made fast to the capstan on board, by which it was hauled tight. Most of the people in the wreck had been employed in constructing a raft, which by this time was finished; a nine-inch hawser being fastened round it they launched it overboard, and veered it away towards the stern of the ship, that the women and children might the more easily embark from the quarter gallery. Four men got upon it in order to assist them, but although the hawser was new, the violence of the surf immediately snapped it in two, and the raft driving on shore, upset, by which three of the men were drowned.

Before the masts were cut away, the yawl and jolly-boat were hoisted out, but no sooner over the ship's side, than they were dashed to pieces.

All hands now began to do the best they could for themselves. Some had recourse to the hawser fastened ashore, attempting to get along by it hand over hand. Despair gave strength and resolution; several seamen gained the land by this difficult and hazardous expedient, while others, incapable of accomplishing it, dropped, and were drowned. Of these there were fifteen.

The ship now separated just before the mainmast; and the bow veering round came athwart the stern. The wind, at the same time, providentially shifted to its old quarter, and blew directly towards the land, a circumstance that contributed greatly towards saving the persons remaining on board; who all got on the poop as being nearest the shore. The wind then in conjunction with

the surges lifting them in, that part whereon they stood, rent asunder fore and aft, the deck splitting in two. In this distressing moment, they crowded on the starboard quarter, which soon floated into shoal water, while the other parts continued to break off those heavy seas that would have washed them away. Thus every one on board, even the women and children, got safe ashore, excepting the cook's mate, who was intoxicated, and could not be prevailed on to leave the ship.

By the time the whole were landed, the day was far spent, and night came on apace. Luckily the natives, who retired with the setting sun, had left the embers of their fire, which afforded the English the means of lighting three others of wood collected from the wreck. They got some hogs and poultry that had been drove ashore, and made a repast.

A cask of beef, one of flour, and a leaguer of arrack, were found by those wandering along the shore, in quest of articles. These were delivered to the captain, who served out a proper allowance to each person. Of two sails, which had also been driven ashore, he ordered two tents to be made for the ladies to repose in during the ensuing night.

On the morning of the fifth, the natives, who were woolly-headed, and quite black, came down, and began to carry off whatever struck their fancy. A thousand apprehensions were excited for personal safety of the people, particularly in the women; but they were quelled by observing, that the natives contented themselves with plundering.

Next day was employed in collecting every thing that might be useful during a journey, which they intended to make to the Cape of Good

Hope. The captain prudently ordered two casks of spirits to be staved, lest the natives might become dangerous by getting intoxicated.

He then called the survivors of the shipwreck together, and having shared the provisions among them, represented, "that as on board he had been their commanding officer, he hoped they would still suffer him to continue his command." To which it was unanimously answered, "*by all means.*" He then proceeded to inform them, that from the best calculations he could make, he trusted to be able to reach some of the Dutch settlements in fifteen or sixteen days.

Encouraged by his words, they set off on the seventh. Mr Logie, the chief mate, having for some time been ill, was carried by two men in a hammock slung on a pole; and in this laborious occupation, all the men cheerfully took spell and spell. A man named Obrien having a swelled knee would not set out with his ship-mates, but staid behind. He said, that as it would be impossible for him to keep up with them, he would endeavour to get some lead and pewter from the wreck to make little trinkets to amuse the natives, hoping thereby to ingratiate himself with them, and learn their language, until he should be better able to get away.

The whole company then moved forward, and were followed by some of the natives, others staying by the wreck. They found a beaten path from village to village, and were followed for about three miles by the Caffres, who, from time to time, took whatever they chose from them, and sometimes threw stones at them. Soon afterwards, they met a party of thirty, whose hair was made up in the shape of a sugar loaf, and their faces paint-

ed red. Among these was a Dutchman called Trout, who had committed murders among his countrymen, and had fled hither for concealment. On coming up to the English, he inquired who they were, and whither they were going; and on being told, he informed them that their proposed journey would be attended with unspeakable difficulties; that they had many nations to go through, and many deserts to pass, exclusive of the dangers which they would infallibly experience, from meeting numbers of wild beasts. This information depressed the party; they offered the man any money he would require, to conduct them to the Cape, but this he would not consent to do; alleging that he dreaded putting himself in the power of the Dutch; besides, having a wife and children among the natives, he was well assured that they would not consent to let him go, however much he might himself be inclined.

Finding their solicitations vain, they pursued their journey four or five days in the same manner. The natives constantly assembled about them in the day-time, and took whatever they chose; but as soon as the sun went down, they invariably retired. During their stay, however, they kept the party in continual alarm by handling the ladies roughly, and exasperating their husbands and the people to acts of violence.

As they advanced, they saw many villages, but kept as far from them as possible, to avoid the rudeness of the inhabitants. Mr Logie, the first mate, was now so well recovered as to be able to proceed without assistance. They came to a deep gulley, where they met three natives, who held their lances several times to the captain's throat. At last being irritated, he caught hold of one of

them, and wrenching it out of the hand of the savage, broke it and kept the barb. The natives then went away, seeming to take no farther notice of them; but next day, on coming to a very large village, they found them and three or four hundred of their countrymen collected together, all armed with lances and targets made of the hide of elephants. These savages stopped the party, and after pilfering and insulting them, at length began to beat them. Concluding that they were marked for destruction, they determined to defend themselves to the last extremity. Accordingly, having placed the women, children, and sick, at some distance, under the protection of about a dozen of their number, the remainder, consisting of eighty or ninety, engaged their opponents for two hours and a half, during the whole time maintaining a kind of running fight. Then having got possession of a rising ground, where they could not be surrounded, a sort of compromise took place.

Many were maimed on both sides, but none killed. The shaft of a lance was run into the ear of Mr Newman, one of the passengers, and the violence of the blow rendered him insensible for two hours. When a pacification had taken place, several of the company cut the buttons from their coats, and gave them with other little trinkets to the natives, who then went away and returned no more.

When Mr Newman was tolerably recovered, the party proceeded, and at dusk made a fire, and reposed in the open air. During the night they were so terrified by the noise of wild beasts, that the men were obliged to keep watch and watch, lest they should approach too near.

Next morning they were again joined by the Dutchman, who said he had been on board the wreck, and got a load of iron, pewter, lead, and copper, from it, which he was now carrying to his *kraal*, or village. He had heard of their dispute with the natives, and advised them to make no resistance, as the want of arms would render all opposition vain, by which means he thought they would meet with less obstruction. He was quite alone, and, after a short conversation, took up his load of plunder and marched off.

The party then advanced to a deep gulley, where they agreed to pass the night. Their rest, however, was disturbed by the howling of beasts of prey, which the watch appointed to guard them could hardly keep off with fire-brands.

At day-break the party advanced; about noon the natives came, as usual, to plunder them, and, among other things, took away their tinder-box, flint, and steel, which was an irreparable loss. Each was now obliged to travel with a fire-brand in his hand. Having reached a small river, the tide being flood, prevented them from crossing it, on which account they resolved to rest for the night. The natives had continued to follow them, and, before retiring, grew more troublesome. They seized the gentlemens watches, and, the hair of the ladies coming down, discovered their diamonds, concealed among it, which they carried off without ceremony. Nay, they even looked carefully whether they could find any more. The gentlemen could not restrain their indignation at these outrages; but all that they got in return was blows from clubs or lances.

Next day all waded through the river at ebb-tide. Being without water, Colonel James pro-

posed digging in the sand for it, which was attended with success. Here also, the provisions brought along with them being nearly expended, and the fatigue of travelling with the women and children being very great, the sailors began to murmur, and every one seemed determined to take care of himself.

Accordingly, Captain Coxon, the first mate and his wife, Mr Beale, the third mate, Colonel James, Mrs James, Mr and Mrs Hosea, Mr Hay, the purser, Mr Newman, and Mr Nixon, with five of the children, agreed to keep together, and travel on slowly as before. Many of the seamen also, induced by the great promises made by Colonel James, Mr Hosea, and others, were prevailed on to stay behind with them, in order to carry what little provision was left, and the blankets with which they covered themselves in the night.

Mr Shaw and Mr Trotter, the second and fourth mate, Mr Harris, the fifth, Captain Talbot and his coxswain, Messrs Williams and Taylor, M. d'Espinette, M. Oliver, and their servants, the ship's steward, carpenter, and cooper, the carpenter's and caulker's mates, and the remainder of the seamen, among whom was John Hynes, being in all about forty-three, went on before. A young boy, Master Law, a passenger, seven or eight years old, crying after one of the passengers, it was agreed to take him with them, and to carry him by turns, whenever he should be unable to walk.

This separation did not take place without great regret; for they had little hopes of meeting again

They now separated, the second mate going on first. But next day, towards seven or eight in the morning, those who had left the captain's party,

having waited all night by the side of a river for the ebb-tide, were overtaken, and the whole company once more united. Though the separation had been so short, the meeting afforded them all infinite satisfaction: the inconveniences that had occasioned their division, were, for the present, forgot.

Thus united, all crossed the river, and, after travelling together the whole of that day and part of the next, they arrived at a large village, where they found Trout, the Dutchman, who shewed them his wife and child, and begged a piece of pork. He informed them that this was his place of residence, and again repeated, that the natives would by no means suffer him to depart, even if his inclination prompted him to return to his own country. He gave them further directions relative to their journey, told them the names of the places they were to pass, and the rivers they had to cross, on which, after acknowledging their obligations to him, they departed.

The following night was spent in company, but in the morning, finding their provisions expended, a party went down to the sea-side at low water to gather shell-fish from the rocks. A considerable number of oysters, mussels, and limpets, were found, which were divided among the women, children, and sick, for the flowing of the tide prevented enough being got for the whole. They then marched together, and arrived at a small village about twelve o'clock, where they were ill treated by the inhabitants.

Advancing until about four o'clock, they once more agreed to separate; because, had they remained united in a body, they were not matches for the numbers of natives that could, in a few

hours, come down upon them, having found themselves obliged to be passive even to a few. Besides, by marching in separate bodies, they would be less the object of jealousy to those nations they should be obliged to pass through; and further, they could more easily obtain subsistence. Induced by these reasons, they separated never to meet again.

The second mate's party, to which Hynes adhered, from whom the chief substance of this narrative was obtained, travelled until quite dark, when they made a fire at a convenient place for wood and water, and reposed for the night.

Next day they travelled above thirty miles, seeing a great many natives in the way, who were very inquisitive about them, but gave them no molestation. Having gained the skirts of a wood, they rested as before, though the howling of the wild beasts allowed them to get but little sleep. The following day they fed on wild sorrel, and such berries as they observed the birds to peck at, and got some shell-fish on the rocks, and then, gaining the banks of a river, very wide and deep, ended their journey for the day.

Next morning the size of the river deterred them from crossing it, as several of the party could not swim; on which account they followed its windings into the country. They passed many villages, but could get no relief from the inhabitants; and after a tedious journey, came to a narrower part, where they lashed together all the dry wood they could collect, with woodbines and their handkerchiefs, thus forming a catamaran or raft. On this the little boy, Master Law, was put, and those who could not swim; others who could, push-

ed it before them, and they all got over safe. The river was not less than two miles broad.

The party had been travelling three days from the sea; they returned down the other side of the river, where they fortunately got plenty of shell-fish, having had little else than a little wild sorrel and water since their departure.

On the fourth day after this, they reached a high mountain covered with wood, on the inland side, which they were obliged to take, the other being impassable for the rocks on the shore. They began their progress at day-break, and entered it just as the sun rose. The march was extremely fatiguing, beating through untrodden paths, and frequently obliging them to climb the trees to explore their way, so that night approached before gaining the summit of the mountain. There the wood terminated, and they entered upon a spacious plain, with a fine stream of water running through it. Here they slept, taking care previously to make an unusual large fire, for the wild beasts frequented the place for water, which rendered the condition of the travellers dangerous, and it was with great difficulty that they drove them off.

At the return of day, Hynes ascended one of the loftiest trees to examine the direction of the sea coast; and there saw another wood between him and the bottom of the mountain. Overcome with fatigue, and incredible difficulties, the party reached it at night, and saw no path but what had been made by lions and tigers.

They again made the sea coast towards night; their fatigues being too great to admit of their collecting wood for three fires, which were absolutely indispensable for so many, they contented themselves with one. Into this their oysters and mus-

sels were put, to make them open, for they had no other expedient, as they had been plundered of their knives, and every thing else but their clothes by the natives.

About noon next day, they found a dead whale on the beach, which had been washed up by the tide to high-water mark. Here it is to be observed, that in one account of the unhappy catastrophe of the Grosvenor, it is said, that a dead shark was, after four days' abstinence of the party, found on the shore: its putrefaction was such, that the liver only could be ate, and pernicious consequences ensued from using it.

The sight of such a stock of provisions as the dead whale, afforded the party great pleasure. But no one being possessed of any instrument which could cut it up, they were at a loss how to avail themselves of their good fortune. Some, however, made a fire upon it, and dug out the part thus grilled with an oyster shell: On this they subsisted several days.

A fine level country inland persuaded them they had reached the northernmost of the Dutch settlements, and without the bounds of the Caffres. Some of the party thought it would be advisable to strike inland; while others were of opinion, that it would be safer still to keep near the sea. After many arguments upon it, they at length agreed to divide. The fourth and fifth mate, Messrs Williams and Taylor, Captain Talbot, his coxswain and twenty-two seamen, including Hynes, resolved to proceed inland; while the carpenter, ship's steward, and cooper, M. D'Espinette, M. Oliver, their servant, and about twenty-four seamen, kept along the sea shore.

The inland party advanced during three days

and nights through a fine pleasant country, in which they saw many deserted villages. All this time they had no subsistence, except a few oysters brought from the coast, and berries and wild sorrel gathered on the way. They therefore judged it prudent to regain the shore, where the tide being out, they got shell-fish to allay their hunger. Soon after their separation from the others, while ascending a steep hill, Captain Talbot being much fatigued, sat down several times to rest himself, and the whole company did the same. But the captain repeating this too often, through weariness, the rest went on, and left him. His faithful coxswain, however, observing his master in that condition, went back, and was observed to sit down by him. Neither of the two have ever since been seen or heard of.

At a small river, where the party arrived the following noon, they found two of the carpenter's party, who, unable to swim, had been left behind. Their joy was great at being thus overtaken, particularly when promised assistance to cross. While left alone their fire had gone out, which rendered their preservation from wild beasts surprising.

After crossing this river, they in four days came to another so large, that none of the party thought it prudent to attempt passing it. Marching along its banks, they came to a village, where they saw the inside of a watch, which some of the carpenter's party had exchanged for a little milk. Mr Shaw offered them part of the inside of his watch for a calf; of which the natives appeared to accept, and a calf was driven into an inclosure; but no sooner had they got the price, than they withheld the calf, and immediately drove it away. They proceeded up the river several days, and

passed many villages unmolested by the inhabitants, and at length crossed on a catamaran, at a place where it is a mile and a half broad, only two of their number being left behind, who were terrified at the breadth of it. On the third day they reached the shore, after travelling in a diagonal direction; there they slept; and next day got some shell-fish, but no fresh water.

The party now fell in with a number of the savages, by whom they were extremely ill used, and received many blows, as they were unable to make any resistance. To escape such usage, all ran into a wood, and resumed their route, when the natives departed. In three days they overtook the party that had separated from them, headed by the carpenter. He had been poisoned, they understood, by some kind of fruit, which he had ate from hunger. Messrs d'Espinette and Oliver, with their servant, being totally wore out, had been left behind; but the little boy, Master Law, was still with them, having borne the fatigues of the journey in a most miraculous manner.

The parties thus again united, had not travelled far before finding two planks on a sandy bank, in each of which was a spike-nail. Elated with this valuable acquisition, they immediately set fire to the planks, and getting out the nails, flattened them between two stones into something like knives. A little further on, they found water by accidentally turning up the sand at the side of a river, and there they rested for the night.

Next morning, after crossing the river, they were most agreeably surprised with the sight of another dead whale on the shore. But a number of natives, armed with lances, immediately came down upon them; however, when they saw their

deplorable situation, and that they were unable to make any resistance, they behaved pacifically, and one even lent his lance to those employed on the whale, with the assistance of which, and the two knives, junks were cut off. These were put in bags, and carried until finding wood and water to dress them.

One of the people was taken ill at a river the following day, and from hard necessity his companions were obliged to leave him behind. Their journey was prosecuted for about four days with great expedition, from not being retarded by seeking provisions. The rivers on the coast, however, frequently obstructed their progress, and they at length came to one, where they resolved to remain for the night, and finding a quantity of large berries, ate them to allay their thirst. In the morning, as it blew fresh, and the weather was cold, some of the company were unwilling to cross; but Hynes, and about ten others, impatient to get forward, swam over, and journeyed on until they found a place, with wood, water, and shell-fish. There they halted two days, in hopes that the others, among whom was the little boy, would come up; and then concluding, that they had not ventured on account of the blowing weather, they proceeded.

Fortunately a dead seal was discovered on the beach, and one of the knives being in possession of this party, they cut it up with it and some sharp shells, dressing a portion on the spot, and carrying the remainder along with them. The party left behind came up, after two days separation, and with them the remainder of the seal was shared. The command devolved on the steward when the carpenter died; and to him the charge of the

child, whose tender years were inadequate to combat the perils of such a journey, became the object of peculiar care. He strove to alleviate his fatigues, he heard his complainings with pity, he fed him when he could obtain wherewithal to do it, and lulled his weary soul to rest. How much praise is due to such worth and generous humanity! This party had been severely treated by the natives, and since the separation had lost five of its number.

In attempting to shorten the way by rounding a bluff rock, which projected considerably into the sea, the united party were nearly swept away by the violence of the surf breaking against it. Their escape was almost miraculous; four or five lost their portion of the seal, and all their fire-brands were extinguished.

Though greatly dispirited by the latter misfortune, they proceeded until coming in sight of several female natives, who immediately ran off. The party discovered that they had been gathering mussels, and found a fire at which they had been dressing them still kindled; there they joyfully lighted their fire-brands, and then rested a few hours.

Next day, on arriving at a village, they obtained a young bullock in exchange for the inside of a watch, and some buttons. They killed it with one of the native's lances; and that the distribution might be equal, the whole was cut in pieces, and one of the party standing with his back towards them, named the person who should have the piece held up. The skin was also cut in pieces, and distributed by lot, and those obtaining it made it into a kind of shoes. The natives were much pleased to get the entrails. This was the only in-

stance of the party being able to get any sustenance from them, except that now and then the women gave a little milk to the boy. It was wonderful how he supported the journey; where the path was even and good, he walked, and was able to keep pace with the party; but when they came to deep sand, or long grass, the people carried him by turns. He was stationed near the fires to keep them kindled, when they went on fishing-parties, and on their return he was rewarded with part of what they had obtained.

A sandy desert next occupied them ten days in passing, where no natives were seen. The party subsisted on the provisions carried along with them, and found water on digging in the sand. Afterwards, they for five or six days passed through a tribe called *Tambookees*, where they experienced both good and bad treatment. On the borders of the sea, a party of natives advised them, by signs, to go inland; they did so, and after advancing about three miles, came to a village, containing only women and children. Here a little milk was obtained for the boy; and they rested from their fatigues. In the interval, the men of the village returned from hunting, each bearing, on the point of his lance, part of a deer. Forty at least surrounded the travellers, gazing on them with admiration; and then shewed them two bowls of milk, which they seemed willing to barter. Unhappily, nothing that could be acceptable to them was left, and on the bargain being declined, they brought sticks furzed at the ends, from their huts, and dipping them in the milk, in a short time sucked the whole of it up. Their meal was scarce finished, when all started hastily up, and in an instant ran off to the woods, where they

disappeared. But they were not long of returning with a deer they had killed; the travellers earnestly requested part of it, though in vain: and night approaching, the natives insisted on their quitting the village.

Next day, after reposing four or five miles from the village, the party advanced at sunrise. For several days they saw many cattle, but had no means of obtaining them; however, they passed along unmolested. On the banks of a river, were three or four huts, containing only women and children; they, apparently more from fear than humanity, gave part of the flesh of sea-cows and sea-lions hanging up in the huts to dry, to the travellers. The river being a mile broad, Hynes and eight of the company, swam over; but the rest, apprehensive of failing in the attempt, staid behind. Not above three or four miles further, those who crossed descried a seal sleeping, just above high-water mark. It awoke, and instantly made towards the water; however, they surrounded and killed it by means of sticks, and then cut the flesh into junks, to be carried along with them.

On crossing another river, two of the party dropped their brands; their method of crossing without a catamaran, was tying up their clothes tight in a bundle, and fastening it with a band round their heads; the brand was stuck in the front of the bundle, and thus preserved dry. In prosecuting their journey, they found another whale, and remained two days on the spot, in hopes of their companions coming up. But ten days afterwards, they discovered, by some small pieces of rags scattered here and there on the way, that they had got the start of them. Entering a large sandy de-

sert, where little wood or water was to be seen, they observed written on the sand, at the entrance of a deep gulley, "*turn in here and you will find plenty of wood and water;*" which direction they hastened to obey, and saw from the remains of fires and other traces, that their companions had rested in a recess.

Four or five days afterwards, a bluff rock projecting into the sea, again obliged them to penetrate inland. The remains of the whale were now exhausted, but by the side of a fresh-water pond, a number of land-crabs, snails, and sorrel, were found, on which they made a comfortable meal, and reposed for the night. At day-break their march was continued; and on coming to an extensive wood, they remarked many trees torn up by the roots. This excited surprise, but they had hardly got through the wood, when thirty or forty large elephants started up from among the long grass with which the ground was covered. At a loss whether it was best to escape the danger by advancing or retreating, they stood some moments in suspense; at length, by making a circuit, they avoided the elephants without injury.

Reaching the shore towards night, they were disappointed of procuring shell-fish; but extreme hunger induced those still in possession of the shoes made from the bullocks hide to singe off the hair and broil them; to which was added some wild celery, growing near the place.

Proceeding five or six days, the travellers continued to pass traces denoting the advance of their companions; they fell in with a hunting party of natives, distinguished by a kind of shoe, wore on the right foot, which they used in hunting, by making a leap from that foot. Next they came to a more

barren country, where the natives seemed to subsist solely by fishing and hunting. Here, though unmolested, they encountered innumerable difficulties. But in three or four days longer, they reached a fine and populous district. Still they could obtain no provisions; the natives were apprehensive of their carrying away their cattle, and repulsed the English with sticks and stones, and other missile weapons, whence without the resource of shell-fish on the shore they would have perished.

Some days afterwards, they met a party of natives, one of whom had a bit of a silver buckle belonging to the ship's cook, stuck in his hair. The cook had been obliged to break down his buckles to barter them for food. The natives, nevertheless, frequently retained the covenanted article.

A violent storm of thunder, lightning, and rain, came on one night, which they determined to pass on the sea-shore; the rain was so heavy, that four of them were obliged to hold their canvas frocks over their fire to prevent it being extinguished. The subsequent morning they remained till low-water, in order to gather shell-fish, and also that their clothes might dry. About four o'clock, having gained a large village, the inhabitants assembled together, and wounded several of the party. One had his skull fractured, which rendered him delirious, and he died soon afterwards. Hynes was knocked down, and left for dead on the spot. When he recovered, the natives were at a considerable distance, and his countrymen quite out of sight. Recollecting the way they intended to pursue, he followed them as expeditiously as he was able, and came up in two or three hours. The others concluded that he

was killed, and he long afterwards bore the scar of a wound in his leg from a lance.

No more huts were now seen; after travelling several days over a large sandy desert, the party fell in with three savages, who immediately fled. Food was with infinite difficulty procured, as the sea-side seldom proved rocky; and sometimes on finding a small reef where they expected it, they were obliged to wait half a day for ebb-tide. If shell-fish chanced to be abundant, they collected as many as possible, and taking off the shells, put the fish in a cloth, which they carried by turns.

On arriving at a large river, called Boschisman's River, the party found Thomas Lewis, who being sick, had been left behind by the others. He informed them, that he had travelled inland and seen many huts, at one of which he got milk, and at another was beaten. He found himself so weak at this place of meeting, and the river was so wide, which, added to the impossibility of his bearing any more hardship, led him to determine to return to the nearest village, as the natives could but kill him there, and he was sure to die if he advanced. His companions, in vain, strove to encourage him with the prospect of surviving all his hardships, and reaching the Cape of Good Hope in safety. But in spite of their entreaties, he returned to the natives, and most probably found a speedy termination to his sufferings.

The remainder of the people loitered about the sea-shore in hopes of finding subsistence, and to their great joy discovered another dead whale, beside which they halted two days. They cut off the flesh into junks, and taking as much as they were able to carry, crossed the river on catamarans. The howlings of the wild beasts during the

night, incessantly alarmed them, being here more numerous than before.

About noon of the fourth day, after passing the river, the party came up with the little boy and the ship's steward, from whom they learnt that they had the preceding evening buried the cooper at no great distance in the sand. Hynes being desirous to see the place, the steward accompanied him; but to their great horror and surprise, some carnivorous animal had taken up the body and carried it off; the irregular track it had followed was perceptible for half a mile on the sand. They could also plainly distinguish by the traces on the sand, the manner in which the wild beasts prowled by night for prey; turning around every stump and stone in quest of it.

The party presented the steward and the child with some flesh of the whale, which they ate and were much refreshed. In eight or ten days, having come to a point consisting of rocks, they went round the edge searching for provision, as the whale's flesh was wholly expended. Though successful, they were obliged to sleep on the rocks, and obtained only brackish water.

The steward and the child being ill in the morning, requested the rest to remain that day where they were, which was readily agreed to. Next day, all found themselves indisposed, owing to the extreme coldness of the rocks on which they had slept, and their scanty clothing. The steward and the boy still continuing ill, their companions consented to stay another day; but should they not then be better, necessity would render separation unavoidable.

Having prepared early in the morning whatever could be obtained for breakfast, and willing

to indulge the tender frame of this poor child with as much indulgence as they could, they meant to call him when every thing was ready. He still rested near the fire where all had slept during the preceding night, but on going to awake him, they found, with sorrow, that his soul had taken its flight to a better world. Poor innocent, he was summoned before his time!

The concern of his fellow-sufferers, particularly of the friendly steward, who so tenderly succoured him, was great indeed. The loss of one whom he so much valued, and who had so long been the object of his care, nearly overwhelmed him. It was with the utmost difficulty that his companions got him along. They bestowed a last sigh on this youthful victim, and departed.

After they had walked about two hours, Robert Fitzgerald asked for a shell of water; Hynes supplied him with one, which he drank with great avidity. He then asked for another shell-full, which having received, and swallowed with equal relish, he laid himself down and instantly expired. He also was left on the spot, where he died, and the others, without being much shocked at the event, passed on. Such a deliverance was rather to be wished than dreaded.

Towards four o'clock of the same day, another of the party, William Fruel, complained of being very weak, and sat down on the sand by the sea-side. Here his companions, from necessity, advanced to seek wood or water, telling him they would return. Turning their eyes back, when at some little distance, they saw Fruel crawling after them; and they, having sought for water in vain, or for a comfortable resting-place, lay down for the night. One of the party, remembering Fruel's

situation, returned to try whether he could get him on; but, notwithstanding he went within view of the place, he was not to be seen, whence they all concluded, that, as he had nothing to shelter or protect him, the wild beasts had carried him off.

Want of water made them suffer severely the following day; the glands of their throats and mouths were greatly swollen, and they were at length necessitated to drink their own urine. The distresses of their former situation were not to be compared to what they now suffered; and, on the second day of wanting food and water, the ship's steward and another expired.

The track being on one side bounded by sandy mountains, and on the other by the sea, the travellers were obliged to sleep on the sands. Still wanting water, they found half a fish, which scarcely afforded a mouthful to each, and some rejected it altogether, apprehensive of adding to the miseries already endured.

Next morning two of the party were reduced to a very languishing state, yet, dreading to be left behind, they still walked on. One of them, however, had not proceeded far before he lay down, unable to proceed a step farther. The rest shook hands with him, and, recommending him to the protection ot Heaven for that assistance which they could not afford, left him to expire.

In a deep gulley, which they entered the same afternoon in hopes of water, they found another of the unfortunate crew of the Grosvenor, lying dead, with his face on the sand, and his right hand cut off at the wrist. John Wormington, the boatswain's mate, who had before lost his clothes in crossing a river, appropriated part of those be-

longing to the deceased. The party then marched on till night, when they lay down to sleep without any other sustenance than drinking their own urine.

Morning brought no relief to their sufferings, and necessity impelled them to proceed; but their weakness was so great that another of their number dropped, and was abandoned. They were now reduced to three, Hynes, Evans, and Wormington, who with difficulty survived their comrades. Their faculties were impaired in such a manner, that they could hardly hear or see, and the heat of a vertical sun enfeebled them still more.

On the following morning the torments of thirst became so dreadful, that Wormington earnestly importuned his companions to determine by lot who should die, that, by drinking his blood, the other two might be preserved. Hynes was grown weak even to childishness; his tears plentifully flowed on Wormington's proposal, but he refused to consent; he said if, as they went, his feebleness should make him drop, they might do what they pleased with him, if they thought it would tend to their own preservation; but as long as he was able to walk he would not think of casting lots. Wormington could then proceed no farther; his companions shook hands with him and left him. But soon after they departed, and while still in sight, he tried to make them hear, for he was too feeble to follow. He now began to think that they might contribute to preserve his life, and possibly they might aid him to some relief. Under this idea he arose and walked a few paces forward, when, finding his strength fail, and his efforts in-

effectual to overtake them, he stretched himself on the shore, burying his right hand in the sand.

Evans and Hynes, with all their exertion, made but very little progress. About ten o'clock something was observed before them, resembling, in their view, large birds. Elated with the sight, they entertained a hope of being able to get some of them, and allay their own sufferings. But how great was their surprise, on a nearer approach, to discover that these objects were men. Almost blind, and nearly reduced to a state of idiocy, they had difficulty in recognising four of the steward's party, from which they had been separated. One of the number, a youth, named Price, came to meet them, and, answering in the affirmative to the first inquiry for water, inspired them with new life.

Hynes and Evans told their new-found companions that all their party were dead except Wormington, who had been left alive in the morning. Two, therefore, returned in quest of him, cautioning the other two to prevent Hynes and Evans from drinking too much, which had occasioned the death of several. But they were so impatient to quench their thirst, that they lay down beside a spring, and would have exceeded the bounds of prudence, had not Price closed up the sand. Then, retiring to a recess near at hand, they were supplied with a small quantity of shell-fish, and left to repose.

The two men, Leary and De Lasso, having found Wormington, returned with him, and, when Hynes and Evans awoke, they began to recount to each other their mutual hardships, particularly in traversing the last desert. Leary said they had buried the captain's steward in it, after which they

were reduced to such distress for want of provisions, that two of the party were sent back to cut off some of his flesh for their immediate support. Two accordingly set out, but having overshot the place, they returned in search of it. Happily they found a young seal close to the steward's grave, newly drove on shore, and still bleeding, which saved them from devouring human flesh. This seasonable relief enabled them to reach the recess where they presently were. They likewise described a singular manner of procuring shell-fish. Observing a great number of birds on the banks of a river scratching up the sand, they saw them soar in the air, from which they let something drop out of their beaks on the stones, and then descend to take it up. Watching the progress of these birds, the famished travellers found that they were digging shell-fish, which buried themselves in the sand, as there were no rocks on the coast.

Hynes and Evans in their turn informing their comrades that the ship's steward had died in very decent clothes, one whose name was Dodge proposed returning to his body, such articles being much needed by them. Accordingly Evans having agreed to shew him the way, they set out together next morning; but towards evening he returned alone, saying his comrade became so indolent, and walked so slowly, that unless he had come on, he never should have regained the recess. The body of the steward was not to be found; probably it was carried away by wild beasts, and as nothing was ever afterwards seen of Dodge, it is likely that he also fell their prey.

The two subsequent days were employed in collecting shell-fish, which they broiled, to constitute

a stock of provisions for their march. Then constructing a catamaran, they crossed the river, though from its great breadth, with much difficulty; besides the strength of the current had nearly carried them out to sea. On gaining the opposite shore, they looked back with terror and amazement to the distance, which the rapidity of the stream had carried them down.

Here they found the shell-fish that was endowed with the property of sinking in the sand; it is of a triangular form, about two inches long, and three broad, having one end pointed with which it makes its way. This it does, with uncommon facility, wherever the sand is humid, and it penetrated down nearly as fast as the captor could follow it.

The whole party, which now consisted only of six persons, still travelled over a desert country, without either huts or natives; and in about six days came to a river called Schwartz River, where the country assumed a more pleasing aspect, and huts could be discerned at a considerable distance. But here their accidentally setting fire to the grass created great alarm, lest it should extend and bring down the natives upon them, spreading with the utmost rapidity, and it was with much difficulty that they could extinguish it.

After swimming across the river next morning, they did not advance far before finding another dead whale lying on the shore. With such a stock of food, they proposed erecting a hut, and resting four or five days; however, no water could be discovered: therefore, taking up as much of the whale as they could conveniently carry, they proceeded on their route; and, at length, reposed for the night in a thicket, where they got water.

Next morning four of the party returned to the whale to bring off a larger supply, leaving De Lasso and the boy Price to take care of the fire, and provide wood for the night.

During their absence, the boy who was in the wood, observed two men at a little distance, each with a gun in his hand. Intimidated at their appearance, he hastily retreated towards the fire, whither they pursued him.

The two men belonged to a Dutch settlement in the neighbourhood, and were in search of some strayed cattle, when they perceived Price, and at the same time, observing the smoke of the fire, concluded he would take that way, and followed him.* One was called Battores, and probably being a Portuguese, De Lasso, who was an Italian, and he made a shift to understand each other. On hearing their melancholy narrative, he desired to be conducted to the others, and accordingly on going back, found the people employed in cutting up the whale.

Battores made them throw all the whale's flesh away, and bidding them follow him, promised they should have better food, and be supplied with every necessary at his habitation. The joy of the unhappy wanderers can neither be conceived nor described. Each faculty was in a state of violent agitation; one man wept, another laughed, and a third danced. Their system was so deranged by long suffering, that their feelings were now expressed by convulsive emotions. But after gaining some composure, they learnt that they were within the limits of the Dutch settlements, and not above three or four hundred miles from the Cape of Good Hope.

The distance to the habitation of Battores was

only three miles, it did not belong to him; but the master of it, Christopher Roostoff, on being acquainted with the distresses of the seamen, treated them with great kindness. They were immediately supplied with bread and milk; but their voraciousness was such, that they had nearly killed themselves. After their usual meal, sacks were spread out on the ground for them to repose upon.

It was long since they had been acquainted with the calculation of time; when they found the nails which were fashioned into knives, they cut notches on a stick for week days, and one across for Sundays; but they afterwards lost the stick while crossing a river. Days, weeks, and months, had slipped away unascertained, and they were now informed that the period of their deliverance was the 29th of November. Therefore, having been shipwrecked on the fourth of August, no less than one hundred and seventeen days had been occupied in their weary journey; during which the hardships they suffered are incredible, and their preservation almost miraculous.

Roostoff, their host, ordered a sheep to be killed next morning, on which they breakfasted and dined; and then another Dutchman, named Quin, who lived about nine miles distant, brought a cart and six horses to convey them to the Cape. Price the boy, however, remained with Roostoof, owing to the soreness of his legs; but his cure was kindly undertaken, and a promise given to send him after his companions.

The others proceeded over rugged roads, passing two farm-houses in the way to Quin's, where they rested four days. They were thence forwarded in carts from one settlement to another to Zwellendam, which lies about an hundred miles

from the Cape. During the whole way, wherever they passed the night, the farmers assembled to hear their melancholy story, and moved with compassion, supplied them with many articles of which they stood in need.

As a war then prevailed between Holland and Great Britain, the deputy-governor residing at Zwellendam kept the seamen there until the return of a messenger, who was dispatched to learn the governor's pleasure concerning them. An order at length came for two to be sent to the Cape for examination, while the others remained at Zwellendam. Wormington and Leary accordingly proceeded; and after examination, were put to work on board a Dutch man-of-war. There Wormington having one night discovered that the boatswain had smuggled some pepper on board, he imprudently hinted that he would expose it; on which he and his companion were ordered into the boat by the boatswain, and both put on board a Danish East Indiaman, which was then weighing anchor, and immediately sailed. Thus they, by a fortunate chance, were the first of getting an opportunity of returning to England.

Meantime the governor of the Cape of Good Hope, notwithstanding the enmity prevailing between the two nations, humanely sent an expedition through the country in quest of the other unfortunate people of the Grosvenor.

The party consisted of one hundred Europeans, three hundred Hottentots, attended by a great number of waggons, each drawn by eight oxen. The command of the whole was given to Captain Miller, with orders to save such articles as could be procured from the wreck, and then to rescue such of the sufferers as might be discovered, or in the

hands of the natives. De Lasso and Evans, who were now tolerably recovered, were appointed their guides. Hynes still continued ill, and Price had not yet reached Zwellendam.

Beads and trinkets to ransom the people were carried along with the party, who proceeded until the natives interrupted their progress. In the way, however, they found three shipwrecked mariners, Thomas Lewis, William Hubberley, and another. Hubberley was the servant of Mr Shaw, the second mate, and all that party, except himself, gradually perished. He then advanced alone, melancholy and forlorn, until the Dutch found him.

On other parts of the road, the Dutch met seven Lascars and two black women, one of whom was servant to Mrs Logie, the first mate's wife, and the other to Mrs Hosea, a passenger. From them information was obtained, that about five days after the division to which Hynes attached himself, parted from the captain and the ladies, they also took separate routes, the latter intending to join the Lascars; but what came of either after this separation, they were ignorant. They saw the captain's coat, however, on one of the natives, which induced them to conclude that he was dead.

As the natives had obstructed the progress of the waggons, some of the Dutch party travelled fifteen days journey further on horseback; but the Caffres still continuing to harass and oppose them, they were forced to abandon the undertaking, and returned after an absence of three months.

The black people were detained at Zwellendam and the English were sent to the Cape, where, after having undergone a long examination by the governor, he permitted them to take their passage to Europe in a Danish ship, then wanting hands.

The captain promised to land them in England, as he passed through the channel; but from the scarcity of men, he carried them all to Copenhagen, except Price, who was put ashore at Weymouth. From Denmark they soon afterwards reached London.

In a retrospect of the circumstances attending this unfortunate shipwreck, we cannot but lament the concurrence of so many indiscretions, which not only occasioned it originally, but rendered the sequel so fatal. A want of unanimity seems from the first to have prevailed. There is too great reason to apprehend that the resolution of travelling towards the Cape of Good Hope, was precipitate and ill-advised, and that the party did not make sufficient exertion to avail themselves of the remains of the wreck. Their subsequent separations seem to have arose from the want of a leader, and, certainly, considering their numbers, which were one hundred and thirty-five in all at the beginning, might have intimidated much more considerable bodies of natives, had the whole been unanimous. It may naturally be doubted whether, by some means or other, a boat might not have been built of the remains of the wreck, especially on considering that the carpenter and his assistants were saved. Had this been practicable, a very small number could have navigated to the Cape, and, by thence obtaining assistance, been the means of preserving the rest. Unhappily there appears to have been complete ignorance as to the place of the ship, both before and after she struck, which made the captain calculate that the distance was only fifteen or sixteen days journey to the Cape.

The fate of this unfortunate company, and the belief of their survivance, excited universal commiseration, and led to great exertions for their relief. Though the object of the preceding expedition had proved abortive, the purpose was not abandoned, and several years afterwards another was sent out under more prudent guidance. The persons composing it departed in the end of August 1790, provided with every thing necessary for accomplishing the purpose, and travelled towards the coast of Natal, on which it was supposed the Grosvenor had been wrecked. After a long and painful journey they met Trout the Dutchman, already mentioned in the course of the narrative, who engaged to conduct them to the wreck. He said, that all the unhappy persons who got ashore had perished, some by the hands of the natives, and others of hunger, and told them that nothing remained except some cannon, iron ballast, and lead. Trout, apprehensive of being carried back to the Cape of Good Hope, did not fulfil his promise, and avoided his countrymen in the sequel. Nevertheless they made their way to the wreck, which lay no less than 447 leagues from the Cape, and within about four days journey of the Rio de la Goa. They found nothing more, however, than Trout had said, nor could they obtain any account of the survivors of the catastrophe, except being told that the ship's cook had died of the small-pox about two years before their arrival. The neighbouring natives expressed great surprise at the trouble which the Dutch had taken in coming so far, and promised, that, in case of a similar disaster, the sufferers should be protected, provided they were assured of obtaining copper, beads, and iron, for doing

so. This was liberally promised by their visitors, who speedily set out on the return, and reached the Cape in January 1791.

Colonel Gordon informed Captain Bligh, while at the Cape of Good Hope in 1788 and 1789, that, during his travels into the Caffre country, he met a native, who described that there was a white woman among his countrymen. She had a child, he said, which she frequently embraced, and wept bitterly. Bad health compelled the colonel to return homewards, but he promised to reward the native if he would carry a letter to the white woman; and he accordingly wrote in French, Dutch, and English, desiring that some sign, such as a burnt stick, or any other token, might be returned, and he would make every exertion for her safety. But although he gave presents to the Caffre, who appeared delighted with the commission, he never heard more of him.

It is said by officers who have resided at the Cape, that a general belief prevailed of some of those unfortunate females who survived the shipwreck, having had it in their power to return, and to have left the Caffres; but, apprehending that their place in society was lost, and that they should be degraded in the eyes of their equals, after spending so great a portion of their lives with savages, who had compelled them to a temporary union, they resolved not to forsake the fruits of that union, and abide with the chiefs who protected them.

LOSS OF THE CENTAUR MAN-OF-WAR,

1782, BY CAPTAIN INGLEFIELD.



A FLEET of considerable force had been sent to America and the West Indies to cope with the French, during the war with the revolted colonies, and had gained a signal victory in April 1782. The fleet, in returning homewards, experienced unequalled disasters, of which the following narrative shews a melancholy instance.

"The Centaur left Jamaica rather in a leaky condition, keeping two hand-pumps going, and, when it blew fresh, sometimes a spell at the chain-pump. But I had no apprehension that she was unable to encounter a common gale of wind.

A storm came on in the evening of the 16th of September 1782, when the ship was prepared for the worst weather usually occurring in the same latitudes; the mainsail was reefed and set, the top-gallant-masts struck, and, though it did not at that time blow very strong, the mizen-yard was lowered down.

But towards night it blew a gale of wind, and the ship made so much water it was necessary to turn all hands up to the pumps. The leak continuing to increase, I entertained thoughts of trying the ship before the sea, and, happy should I

probably have been in doing so, but the impropriety of leaving the convoy except in the last extremity, and the hopes of the weather growing moderate, weighed against the opinion of its being right.

About two in the morning the wind lulled, and we flattered ourselves that the gale was breaking. Soon after there was much thunder and lightning from the south-east, with rain, when strong gusts of wind began to blow, which obliged me to haul up the mainsail, the ship being then under bare poles. Scarce was this done, when a gust, exceeding in violence every thing of the kind I had ever seen, or could conceive, laid the ship on her beam-ends. The water forsook the hold and appeared between decks, so as to fill the men's hammocks to leeward, the ship lay motionless, and, to all appearance, irrecoverably overset. The water fast increasing, forced through the cells of the ports, and scuttled the ports themselves inwards, from the pressure of the ship. Immediate directions were given to cut away the main and mizen-masts, trusting, when the ship righted, to be able to wear her. On cutting one or two lanyards, the mizen-mast went first over, but without producing the smallest effect on the ship, and, on cutting the lanyard of one shroud, the mainmast followed. I had next the mortification to see the foremast and bowsprit also go over. On this the ship immediately righted, with great violence, and the motion was so quick that it was difficult for the men to work the pumps. Three guns broke loose on the main deck, which it took some time to secure. In attempting to do so several men were maimed, and every moveable was destroyed, either by shot thrown loose from the lockers, or

the wreck of the deck. The officers, who had left their beds naked in the morning when the ship overset, had not an article of clothes to put on, nor could their friends supply them.

Before the masts had been ten minutes over the side, I was informed that the tiller had broke short in the rudder-head, and, before the chocks could be placed, the rudder itself was gone. Thus we lay, at the mercy of the wind and sea, under accumulated disasters. Yet I had one comfort, in finding that the pumps, if any thing, reduced the water in the hold, and, as the morning of the 17th advanced, the weather became more moderate.

At day-light I saw two line-of-battle ships to leeward, one of which had lost her mainmast, and the other her foremast and bowsprit. It was the general opinion on board, that the latter was the Canada, and the former the Glorieux. The Ramillies was not in sight, and only about fifteen sail of merchantmen.

About seven in the morning, another line-of-battle ship was seen ahead, which I soon distinguished to be the Ville de Paris, with all her masts standing. I immediately ordered a signal of distress to be made, by hoisting the ensign on the stump of the mizen-mast union downwards, and firing one of the forecastle guns. But the ensign, which was the only one we had remaining, blew away soon after being hoisted; however, I had the satisfaction of seeing the Ville de Paris wear and stand towards us. Several of the merchant ships also approached, and those that could, hailed us, and offered their assistance. Depending on the king's ship, I only thanked them, desiring, if they joined Admiral Graves, to acquaint him with our condition. I had not the smallest doubt of

the Ville de Paris coming to us, as she appeared not to have suffered in the least by the storm, and, having seen her wear, we knew that she was under government of her helm. At this time also the weather was so moderate that the merchantmen set their topsails. But the Ville de Paris approaching within two miles to windward, passed us, which being observed by one of the merchantmen, she wore, and came under our stern, offering to carry any message to her. I desired the master to acquaint Captain Wilkinson that the Centaur had lost her rudder, as well as her masts, that she made a great deal of water, and I requested him to remain with her until the weather became moderate. I afterwards saw this merchantman approach near enough to speak with the Ville de Paris, but I fear that the condition of the latter was much worse than it appeared to be, as she continued on the same tack.

Meantime all the quarter-deck guns were thrown overboard, and the whole of those, except six which had overset, of the main-deck. The ship, lying in the trough of the sea, laboured prodigiously. I got over one of the small anchors with a boom and several gun-carriages, veered out from the head-door, with a large hawser to keep the ship's bow to the sea. But this, with a top-gallant-sail set on the stump of the mizen-mast, had not the desired effect.

As the evening came on it grew hazy and blew in strong squalls. We lost sight of the Ville de Paris, but thought certainly to see her in the morning; and the night was passed in constant labour at the pumps. Sometimes when the wind lulled the water diminished, then blowing strong, and the sea rising, the water increased.

Towards the morning of the 13th I was informed that there was seven feet water on the kelson; that one of the winches was broke; that the two spare ones would not fit, and that the hand-pumps were choked. These circumstances were sufficiently alarming, but, on opening the after-hold to get up some rum for the people, we found our condition much more so.

It is necessary to observe, that the Centaur's after-hold was enclosed by a bulk-head at the after-part of the well. There were all the dry provisions and ship's rum stowed upon twenty chaldron of coals, which unfortunately had been started in this part of the ship, and by them the pumps were continually choked. The chain-pumps were so much wore as to be of little use; and the leathers, which, had the well been clear, would have lasted twenty days or more, were all consumed in eight. At this time it was remarked that the water had not a passage to the well, for here there was so much that it washed against the orlop deck. All the rum, extending to twenty-six puncheons, all the provisions, which were for two months in casks, were stove, having floated from side to side until there was not a whole cask remaining. Even most of the staves found on clearing the hold were broke in two or three pieces. The fore-hold also presented a prospect of perishing. Should the ship swim we had no water but what remained in the ground-tier, and over this all the wet provisions and butts filled with salt water were floating, and with so much violence, that no man could go into the hold with safety.

There was nothing left for us to try but baling with buckets at the fore-hatchway and fish-room; and twelve large canvas buckets were immediately

employed at each. On opening the fish-room we were so fortunate as to discover that two puncheons of rum which belonged to me had escaped. They were immediately got up and served out at times in drams; and had it not been for this relief, and some lime juice, the people would have dropped.

We soon found our account in baling. The spare pump had been put down the fore-hatchway, and a pump shifted to the fish-room; but the motion of the ship had washed the coals so small, that they reached every part of the vessel, and the pumps soon choked. However, the water had considerably diminished by noon, from working the buckets; yet there appeared no prospect of saving the ship, if the gale continued. The labour was too great to hold out, wanting water; yet the people worked without a murmur, and indeed with cheerfulness.

At this time the weather was more moderate, and a couple of spars were prepared for shears, to get up a jury-foremast; but as evening came on, the gale increased. We had seen nothing through the day but the ship which had lost her mainmast, and she appeared to be in as great want of assistance as ourselves, having fired guns of distress. Before night, I was told that her foremast was gone.

The Centaur laboured so much, that I could scarce hope she would swim till morning; however, by great exertions of the chain-pumps and baling, we held our own; though our sufferings for want of water were very great, and many of the people could not be restrained from drinking salt water.

At day-light of the 19th, there was no vessel in sight, and flashes from guns having been seen in

the night, we apprehended that the ship we had seen the preceding day had foundered. Towards ten o'clock forenoon, the weather grew more moderate; the water diminished in the hold, and the people were encouraged to redouble their efforts to get it low enough to break a cask of fresh water out of the ground tier. Some of the most resolute seamen were employed in the attempt, and at noon succeeded with one cask, which though little, was a seasonable relief.

All the officers, passengers, and boys, who were not seamen by profession, had been employed in thrumming a sail which was passed under the ship's bottom, and I thought had some effect. The shears were raised for the fore-mast, the weather looked promising, and the sea fell; and at night we were able to relieve at the pumps and baling every two hours. By the morning of the 20th, the fore-hold was cleared of water, and we had the comfortable promise of a fine day. It proved so, and I was determined to make use of it with every possible exertion.

I divided the ship's company, with the officers attending them, into parties, to raise the jury-fore-mast; also to heave the lower-deck guns overboard, to clear the wrecks of the fore and after-hold; to prepare the machine for steering the ship, and to work the pumps.

By night the after-hold was as clear as when the ship was launched, for, to our astonishment, there was not a shovel full of coals remaining, twenty chaldrons having been pumped out since the commencement of the gale. What I have called the wreck of the hold, was the bulk-heads of the after-hold, fish-room, and spirit-room.

The standards of the cock-pit, an immense

quantity of staves and wood, and part of the lining of the ship, were thrown overboard, that if the water should again appear in the hold, we might have no impediment in baling. All the guns were overboard; the foremast secured, and the machine, which was to be similar to one with which the Ipswich was steered, was in great forwardness; so that I was in hopes, if the moderate weather continued, that I should be able to steer the ship by noon on the following day, and, at least, save the people on some of the Western Islands. But this day, had there been any other ship in company, I should have thought it my duty to quit the Centaur.

The people got some rest in the night by relieving the watches, but on the morning of the 21st, we had the mortification to find that the weather again threatened, and by noon it blew a storm. The ship laboured greatly; the water appeared in the fore and after-hold, and increased. I was informed by the carpenter also, that the leathers were nearly consumed, and that the chains of the pumps, by constant exertion and the friction of the coals, were rendered almost useless.

As we had no other resource but baling, I gave orders that scuttles should be cut through the decks, to introduce more buckets into the hold; and all the sail-makers were employed night and day in making canvas buckets. The orlop-deck having fallen in on the larboard side, I ordered the sheet cable to be roused overboard.

The wind, at this time, was at west, and being on the larboard tack, many schemes had been practised to wear the ship, that we might drive into a less boisterous latitude, as well as approach the Western Islands, but none succeeded. Having a

weak carpenter's crew, they were hardly sufficient to attend the pumps, so that we could not make any progress with the steering machine. Another sail had been thrummed and got over, but we did not find its use; indeed, there was no prospect but in a change of weather. A large leak had been discovered and stopped in the fore-hold, and also another; but the ship appeared so weak from labouring, that it was clear she could not last long. The after-cockpit had fallen in, the fore-cockpit the same, with all the store-rooms down; the stern-post was so loose, that, as the ship rolled, the water rushed in on either side in great streams, which we could not stop.

Night came on with the same dreary prospect as the preceding had done, and was passed in continual effort and labour. The morning of the 22d arrived, without any thing being seen, or any change in the weather; and the day was spent in equal struggles to keep the ship above water, by pumping and baling at the hatchways and scuttles.

Towards night, another of the chain-pumps was rendered quite useless by one of the rollers being displaced at the bottom of the pump, an evil which was beyond remedy, as there was too much water in the well to get at it. We also had but six leathers remaining, so that the fate of the vessel was not remote. Still the labour went on without any apparent despair, every officer participating in it; and the people being always cheerful and obedient.

During the night the water increased; but about seven in the morning of the 23d, I was told that an unusual quantity had appeared all at once in the fore-hold, which, on my going forward to be convinced, I found but too true. The stowage of

the hold ground tier was all in motion, so that in a short time not a whole cask was to be seen. We were satisfied that the ship had sprung a fresh leak. Another sail had been thrumming all night, and I was giving directions to place it over the bows, when I perceived the ship settling by the head, the lower-deck bow-ports being even with the water.

At this period, the carpenter acquainted me that the well was stove in, destroyed by the wreck of the hold, and the chain-pumps displaced and totally useless. There was nothing left but to redouble our efforts in baling, but it became difficult to fill the buckets from the quantity of staves, planks, anchor-stocks, and yard-arm pieces which were now washed from the wings, and floating from side to side with the motion of the ship.

The people who, till this period, had laboured as determined to conquer their difficulties, without a murmur, or without a tear, seeing their efforts useless, many of them burst into tears and wept like children.

I gave orders for the anchors, of which we had two remaining, to be thrown overboard; one of them, the spare anchor, had been most surprisingly hove in upon the forecastle and midships, and gone through the deck, when the ship lay down on her beam-ends.

Every time of visiting the hatchway I observed that the water had increased, and at noon it washed even with the orlop-deck. The carpenter assured me that the ship could not swim long, and proposed making rafts to float the ship's company, whom it was not in my power to encourage any longer with a prospect of safety. Some appeared perfectly resigned, went to their hammocks and

desired their messmates to lash them in; others were securing themselves to gratings and small rafts; but the most predominant idea, was that of putting on their best and cleanest clothes.

The weather about noon was something moderate, and as rafts had been mentioned by the carpenter, I thought it right to make the attempt, though I knew our booms could not float half the ship's company, even in fine weather; but we were in a situation to catch at a straw. I therefore called the ship's company together and told them my intention, recommending to them to remain regular and obedient to their officers.

Preparations were immediately made for this purpose; the booms were cleared; the boats, of which we had three, namely, the cutter, pinnace, and five-oared yawl, were got over the side; a bag of bread was ordered to be put into each, and any liquors that could be got at, for the purpose of supplying the rafts. I had intended myself to go into the five-oared yawl, and the coxswain was desired to get any thing from my steward that might be useful. Two men, captains of the tops of the forecastle, or quarter-masters, were placed in each to prevent any man from forcing the boats, or getting into them, until an arrangement was made.

During the course of these preparations, the ship was gradually sinking, the orlop-deck having been blown up by the water in the hold, and the cables floated to the gun-deck. The men had for some time quitted their occupation of baling, and the ship was left to her fate.

The weather again threatened in the afternoon, with strong squalls; the sea ran high, and one of the boats, the yawl, was stove alongside and sunk.

As evening approached the ship seemed little more than suspended in the water. There was no certainty that she would swim from one minute to another; and the love of life, which I believe was never exhibited later in the approach of death, now began to level all distinctions. It was impossible, indeed, for any man to deceive himself with the hopes of being saved on a raft in such a sea; besides, it was probable that the ship in sinking, would, to a certain surrounding distance, carry every thing down with her in a vortex.

It was near five o'clock, when coming from my cabin, I observed a number of people gazing very anxiously over the side; and looking myself, I saw that several men had forced the pinnace, and that more were attempting to get in. I had thoughts of securing this boat before she might be sunk by numbers; there appeared not a moment for consideration; to remain and perish with the ship's company, to whom I could no longer be of any use, or seize the opportunity, which seemed the only one of escaping, and leave the people with whom, on a variety of occasions I had been so well satisfied, that I thought I could give my life to preserve them. This was indeed a painful conflict and of which, I believe, no man can form a just idea, who has not been placed in a similar situation.

The love of life prevailed; I called to Mr Rainy the master, the only officer on deck, desired him to follow me, and immediately descended into the boat at the after part of the chains. But it was not without great difficulty that we got her clear of the ship, twice the number that she could carry pushing in, and many leaping into the water. Mr Baylis, a young gentleman of fifteen years of

age, leaped from the chains after the boat had got off, and was taken in.

The boat falling astern, became exposed to the sea, and we endeavoured to pull her bow round, to keep her to the break of the waves, and to pass to windward of the ship, but in the attempt she was nearly filled; the sea ran too high, and the only probability of living was keeping her before the wind.

It was then that I became sensible how little, if any thing, our condition was better than that of those who remained in the ship, at least it seemed to be only the prolongation of a miserable existence. We were all together, twelve in number, in a leaky boat, with one of the gunwales stove, in nearly the middle of the Western Ocean, without compass, quadrant, or sail; wanting great coat or cloak; all very thinly clothed, in a gale of wind, and with a great sea running. It was now near five o'clock in the evening, and in half an hour we lost sight of the ship. Before it was dark, a blanket was discovered in the boat. This was immediately bent to one of the stretchers, and under it as a sail we scudded all night in expectation of being swallowed up by every wave: it being sometimes with great difficulty that we could clear the boat of the water before the return of the next great sea; all of us half-drowned, and sitting, except those who baled, at the bottom of the boat, without actually perishing, I am sure no people ever endured more. In the morning the weather grew moderate, the wind having shifted to the southward, as we dicovered by the sun. Having survived the night, we began to recollect ourselves, and think of future preservation.

When we quitted the ship the wind was at N. W. or W. N. W. and Fayal had bore E. S. E. 250 or 260 leagues. Had the wind continued for five or six days, there was a probability that, running before the sea, we might have fallen in with some one of the Western Islands. Its change was a death-blow to our hopes, for should it begin to blow we knew there would be no preserving life, but by running before the sea, which would carry us again to the northward, where we must soon afterwards perish.

On examining what means we had of subsistence, I found a bag of bread, a small ham, a single piece of pork, two quart bottles of water, and a few French cordials.

The wind continued to the southward for eight or nine days, and providentially never blew so strong but we could keep the side of the boat to the sea; yet we were always most miserably wet and cold. We kept a sort of reckoning, but the sun and stars being sometimes hid from us for twenty-four hours, we had no very good opinion of our navigation. At this period we judged that we had made nearly an E. N. E. course, after the first night's run, which had carried us to the south-east, and expected to see the island of Corvo. We were disappointed, however, in our expectations, and dreaded that the southerly wind had driven us too far to the northward; thus we now prayed for a northerly wind.

Our condition began to be truly miserable, both from hunger and cold, for on the fifth day we had discovered that our bread was nearly all spoiled by salt water, and it was necessary to go to an allowance. One biscuit divided into twelve morsels for breakfast, and the same for dinner; the neck

of a bottle broke off, with the cork in it, served for a glass; and this filled with water was the allowance for twenty-four hours to each man. The partition was made without any sort of partiality or distinction, but we must have perished, had we not previously caught six quarts of rain water, and this we should not have been blessed with, had we not found a pair of sheets in the boat, which by accident had been put there. These were spread when it rained, and when thoroughly wet, wrung into the kidd with which we baled the boat. We began to grow very feeble on this short allowance, which was rather tantalizing than sustaining in our comfortless condition, and our clothes being continually wet, our bodies were in many places chafed into sores.

It fell calm on the thirteenth day, and soon after a breeze sprung up from the W. N. W. and increased to a gale, so that we run before the sea, at the rate of five or six miles, under our blanket, till we judged we were to the southward of Fayal, and to the westward 60 leagues; but the wind blowing strong, we could not attempt to steer for it. Our wishes were now for the wind to shift to the westward.

This was the fifteenth day we had been in the boat, and we had only one day's bread, and one bottle of water remaining, of a second supply of rain. Our sufferings were now as great as human strength could bear; but we were convinced that good spirits were a better support than great bodily strength; for on this day Thomas Mathews, quarter-master, perished from hunger and cold. On the day before he had complained of want of strength in his throat, as he expressed it, to swallow his morsel, and in the night grew delirious,

and died without a groan. As it became next to certainty that we should all perish in the same manner in a day or two, it was somewhat comfortable to reflect, that dying of hunger was not so dreadful as our imaginations had represented. Others had complained of the same symptoms in their throats; some had drank their own urine, and all but myself had drank salt water.

Hitherto despair and gloom had been successfully prohibited, and, as the evenings closed in, the men had been encouraged, by turns, to sing a song, or relate a story, instead of a supper; but this evening I found it impossible to raise either. As the night came on it fell calm, and, about midnight, a breeze sprung up from the westward, as we guessed by the swell; but there not being a star to be seen, we were afraid of running out of our way, and waited impatiently for the rising of the sun to be our compass.

As soon as the dawn appeared we found the wind to be exactly as we had wished, at west-south-west, and immediately spread our sail, running before the sea at the rate of four miles an hour.

Our last breakfast had been served with the bread and water remaining, when John Gregory, quarter-master, declared, with much confidence, that he saw land in the south-east. We had seen fog-banks so often bearing the appearance of land, that I did not trust myself to believe it, and cautioned the people, who were extravagantly elated, that they might not feel the effects of disappointment. At length one of them broke out into a most immoderate swearing fit of joy, which I could not restrain, and declared that he had never seen land in his life if what he now saw was not so.

We immediately shaped our course for it, though, on my part, with very little faith. The wind freshened; the boat went through the water at the rate of five or six miles an hour; and, in two hours time, the land was plainly seen by every man in the boat, but at a very great distance, so that we did not reach it before ten at night. It must have been at least twenty leagues from us when first discovered, and I cannot help remarking, with much thankfulness, on the providential favour shewn to us in this instance. In every part of the horizon, except where the land was seen, there was so thick a haze that we could not have observed any thing more than three or four leagues distant. Fayal, by our reckoning, bore east by north, which course we were steering, and, in a few hours, had not the sky opened for our preservation, we should have increased our distance from the land, got to the eastward, and, of course, missed all the islands.

As we approached the land, our belief strengthened that it was Fayal. The island of Pico, which might have revealed it to us, had the weather been perfectly clear, was at this time capped with clouds; and it was some time before we were quite satisfied, having traversed for two hours a great part of the island, where the steep and rocky shore refused us a landing. This circumstance was borne with much impatience, for we had flattered ourselves that we should meet with fresh water at the first part of the land we might approach, and, being disappointed, the thirst of some had increased anxiety almost to a degree of madness, so that we were nearly making the attempt to land in places where the boat must have been dashed

to pieces by the surf. At length we discovered a fishing canoe, which conducted us into the road of Fayal about midnight, but where the regulations of the port did not permit us to land until examined by the health officers. However, I did not think much of sleeping this night in the boat, our pilots having brought some refreshments of bread, wine, and water.

In the morning we were visited by Mr Graham, the English consul, whose humane attention made very ample amends for the formality of the Portuguese. Indeed I can never sufficiently express the sense I have of his kindness and humanity, both to myself and people; for I believe it was the whole of his employment, for several days, contriving the best means of restoring us to health and strength. It is true, that there never were more pitiable objects; for some of the stoutest belonging to the Centaur, were obliged to be supported through the streets of Fayal. Mr Rainy the master, and myself, were, I think, in better health than the rest, but I could not walk without being supported; and, for several days, notwithstanding the best and most comfortable provisions of diet and lodging, we grew rather worse than better."

Of the company of the Centaur were saved, Captain Inglefield, the master Mr Rainy; Robert Bayles, a midshipman; James Clark, surgeon's mate; the captain's coxswain, two quarter-masters, one of whom died in the boat, and five seamen. There were lost five lieutenants, the captain of marines, purser, surgeon, boatswain, gunner, carpenter, ten mates and midshipmen, and

all the rest on board. This calamity happened in 48° 33′ north latitude, and 43° 20′ longitude.

Captain Inglefield and the survivors, being afterwards tried by a court-martial, were honourably acquitted of all blame on the occasion.

WRECK OF THE ANTELOPE PACKET,

1783.

As the best concerted plans are frequently rendered abortive by accidents, so are the most casual and unexpected occurrences productive of extraordinary benefits. This is fully exemplified in the following narrative. The wreck of a ship bound for a quarter altogether different, has brought a whole nation, endowed with many estimable properties, and formerly quite unknown, to our familiar notice.

The Antelope, a packet of nearly 300 tons, in the East India Company's service, commanded by Captain Henry Wilson, having arrived at Macao in June 1783, was ordered to be refitted with the greatest expedition. This being done, the captain received his dispatches on the 20th of July, and embarked the same day. The whole ship's company consisted of fifty persons, including sixteen Chinese, who received the advance money usual on such occasions. The weather becoming unsettled and hazy, they anchored in seven fathom water at nine in the evening. Next morning they weighed and set sail with a fine breeze, and their pilot soon afterwards left them.

The ship getting farther from the land, a high

sea obliged the captain to lay to, to secure the cattle and other live stock on board, and also the anchors, cables, and harbour-rigging. In the afternoon the lashing of the booms broke, and the ship fell to leeward, whence he was forced to keep her before the wind until they were secured, when she again held on her course. In the evening the topsails were close reefed, in expectation of a gale from the southward, as much lightning was seen in that quarter.

Next day the weather continued moderate, but cloudy; a great sea ran from the eastward, which made the ship labour so as to render it necessary to pump every two hours. Similar weather continued several days, dark and cloudy, with thunder and lightning, and hard rain, so that the ship was in a manner deluged, and every one wet and uncomfortable. In the afternoon, the Bashee Islands were in sight. Five were seen next day, one of which was very remarkable, being in shape like a Tartar or Chinese woman's hat. They bore no signs of inhabitants.

On the same day the man at the mast-head discovered that the fore-topmast was sprung; therefore the sails were immediately taken in, and the top-gallant-mast got down, but the weather prevented the captain from getting down the topmast until morning. It then proving fair, with tolerably smooth water, all hands went busily to work to get up a new fore-topmast, and to dry and air the ship, as also to secure the remaining stock and cattle, much of which had perished during the rains and bad weather. The following morning also being fine and fair, the opportunity was embraced to open the ports and wash and cleanse the ship below, as likewise to overhaul and clean the

small arms, and to give the officers instructions for the voyage.

On the first of August Captain Wilson exercised some of the Chinese with rowing in the jolly-boat an hour or two, that they might learn the use of an oar when needful; and the second day being fair, and the wind moderate, all hands were again employed in clearing the ship and setting up the rigging.

Divine service was performed on deck on Sunday the 3d of August, which was a ceremony never omitted on Sundays when the weather would admit of it. From this time until Wednesday the weather continued variable, when it became tempestuous. It blew a storm until mid-day of the seventh, during which the ship lay to under storm-staysails. Next day there were fresh gales, but dry, which enabled the crew to fumigate the vessel with gunpowder, and clean her between decks. All the cattle perished during the storm, and a she-goat which had kidded, also died, and her young. The weather became more moderate, so that the company were enabled to open the ports to dry and air the ship below, to examine their provisions and stores, and get every thing in order, after which they proceeded cheerfully on their voyage, flattering themselves that the adverse weather, and the anxieties it had awakened, were at an end.

But the wind having freshened after midnight of Sunday the tenth, the sky became overcast, with much thunder, lightning, and rain. Mr Benger, the chief mate, having the watch, had lowered the topsails, and was going to reef them along with the people on duty. He judged, from the thunder, that the weather would break and clear up,

and only prove a slight squall; therefore he did not think it necessary to call all hands up, or acquaint the captain, who had quitted the deck at twelve o'clock.

The people being on the yards reefing the sails, the man who was on the look-out called *Breakers!* but so short was the notice, that the call of *breakers* had scarce reached the officer on deck when the ship struck. The horror and dismay created by this unhappy event was dreadful; the captain and all those below in their beds sprung upon deck in an instant, anxious to know the cause of the sudden shock they felt, and the confusion they heard above. A moment soon convinced them of their melancholy situation; for the breakers alongside, through which the rocks made their appearance, presented the most dreadful scene, and left no room for doubt. The ship taking a heel, she filled, in less than an hour, as high as the lower-deck hatchways.

During this awful interval the people thronged round the captain, and earnestly requested to be directed what to do; they besought him to give orders, which they would immediately execute. The gunpowder, small arms, bread, and such provision as would spoil by wet, were instantly brought on deck, and secured by covering from the rain; while the mizen-mast, main, and fore-topmast, and lower yards, were cut away, to ease the ship, and prevent her from oversetting, of which there was some hazard. The boats were hoisted out and filled with provisions, and also a supply of water, together with a compass, which was put in each, and small arms and ammunition. Two men had directions to keep them under the lee of the ship to prevent their being staved, and to be ready to receive

the crew in case the vessel should go to pieces by the dashing of the waves and violence of the wind, as it then blew a perfect storm. Every thing, in short, that could be deemed expedient on this distressing occasion, was executed with unexampled alacrity and obedience.

All the people now assembled aft, as the quarter-deck lay highest out of the water, and the quarter-boards there afforded some little shelter from the sea and rain, The captain, after contemplating their wretched situation a few moments, endeavoured to revive their spirits, then beginning to sink through fatigue and anxiety. He reminded them that shipwreck was a calamity to which those navigating the ocean were always liable; that their situation, indeed, was the more difficult from this happening in an unknown and unfrequented sea, but the consideration of it should only rouse their most active attention, as much must depend on their own exertions to rescue themselves from distress. When similar misfortunes happened, he said, they were often rendered more dreadful by the despair and disagreement of the crew, to avoid which he strongly recommended that no individual should taste spirituous liquors.

Ready assent was given to the captain's advice, but the whole being wet and exhausted with excessive labour, it was thought advisable to take some refreshment; therefore, a glass of wine and some biscuit were given to each person, and after eating, a second glass of wine. They now waited with the utmost anxiety for the return of day, in hopes of seeing land, for as yet none had been discovered; only the mate and another, in the momentary interval of a dreadful flash of lightning,

imagined that they had seen the appearance of it a-head.

During these anxious moments, the company endeavoured to cheer and console each other, and every one was advised to clothe himself and prepare to quit the ship, when necessity should make it inevitable.—And herein the utmost good order and regularity were observed, not a man offering to take any thing but what truly belonged to himself; nor did any of them either ask for, or attempt to obtain spirits, or complain of the negligence or misconduct of the watch, or of any particular person.

The dawn of day exposed to view a small island to the southward, three or four leagues distant, and soon after some other islands were seen to the eastward. Apprehensions were now felt on account of the inhabitants, to whose dispositions the ship's people were strangers; however, after manning the boats, and loading them in the best manner possible for the general advantage, they were dispatched under the care of Mr Benger. Those of the crew who accompanied him, were earnestly requested to endeavour to obtain a friendly intercourse with the natives, if they found any, and carefully to avoid any disagreement, unless reduced to the last necessity; because the fate of all might depend on the first interview.

As soon as the boats departed, those who remained went immediately to work to get the booms overboard in order to make a raft to secure themselves, as the ship was hourly expected to go to pieces. Great uneasiness was entertained for the safety of the boats, not only on account of the natives, but also owing to the weather, as it continued blowing very hard. In the afternoon, how-

ever, they were, with inexpressible joy, observed coming off; a sight the more welcome, as from their long stay, some disaster was dreaded, either from the inhabitants or the storm. But they at length got safe to the ship, with the agreeable intelligence that there was no appearance of inhabitants on the island where they had landed; also, that there was a secure harbour, well sheltered from bad weather, and some fresh water.

Every one now pursued his labour, with renovated spirits, to complete the raft, which was in great forwardness; and having finished it, the whole took a second refreshment of bread and wine, for they strictly conformed to the promise given to Captain Wilson, not to taste spirituous liquors The raft was then loaded with as much provision and stores as it could carry, consistently with the safety of the people to embark on it. The pinnace, in which their chief security rested, was likewise filled with provisions, ammunition, and small-arms.

The people were still anxiously employed in saving whatever they could; but the ship beginning to have a little motion from the rising of the tide, there was some danger of the mast falling over the side, in which case it must have crushed the raft, and rendered all their labours fruitless. Both the raft and pinnace being ready to depart, the boatswain was desired to go on board the ship and sound his whistle, to warn those below to embark; for some, whom Captain Wilson had earnestly entreated to desist, were still at work. The carpenter, indeed, was so intent on saving what stores and tools he was able, that he remained below after the raft and pinnace had departed, and he was therefore put into the jolly-boat.

Thus, with aching hearts, the crew, all except one man who was drowned in the morning, quitted the Antelope, quite ignorant of their future destination. The pinnace, with some of the stoutest men, took the raft in tow; and the jolly-boat also assisted, by towing the pinnace until they had passed the reef. The pinnace then casting loose the rope, the jolly-boat proceeded alone to the shore, where arriving about eight at night, the people found their companions whom they had left there in the morning. The situation of those on the raft, and in the pinnace, was extremely dangerous for half an hour, in crossing the reef, the running of the sea, and the spray frequently obscuring the sight of each other; and those on the raft were often obliged to lash themselves to it, clinging with all their strength to escape being carried away by the sea. The screams of the Chinese, less inured to the perils of so boisterous an element, added terror to the scene.

Having cleared the reef, the company found themselves in smoother water, whence the pinnace hoisted sail and advanced, but finding she drove to leeward, recourse was had to the oars, which, however, could not resist the strength of a current setting in that direction. The strength of the men being almost exhausted, and still driving to leeward, it was judged expedient, for the safety of all, that the pinnace should take the people off the raft, and that during the night the raft should be brought to a grapnel. The additional men thus taken in, double-banked the oars of the pinnace, and relieved the rowers, though they at the same time crowded her so much, that she could scarce keep above water. She therefore advanced slowly, but as she drew nearer to the island where the

jolly-boat, with Captain Wilson, had unladed, he, along with four people, was returning to her assistance, and hailed her in the dark. But those of the pinnace, either from sudden joy, or weakness, returned it with so shrill a tone, that the others alarmed for the natives, of whom they had observed traces in the morning, returned precipitately on shore. The arrival of the pinnace soon afterwards, however, dissipated their apprehensions.

A party who had remained ashore in the morning, were busily employed in clearing away a spot of ground, whereon they had erected a small tent covered with a sail, under which the whole took shelter, after drying their clothes at a fire. The night proved uncomfortable, from wind and heavy rain; and the distress of the company was not a little increased, from the dread of the vessel going to pieces before they could save such necessaries from her as they required. They hauled the boats on shore and set a watch, lest they might chance to be surprised by the natives.

The constant perspiration they had been in, being perpetually wet with salt water, and the friction of their clothes from severe labour, had excoriated the skins of the people, from which they suffered greatly.

The pinnace and jolly-boat were sent for the raft at dawn; but the wind blowing hard, they were afraid to attempt it. Nevertheless, they were fortunate enough to recover the remainder of provisions and sails which were left there, and returned about noon. The weather proving more moderate, the boats were sent to the wreck to bring away some rice, and procure whatever necessaries they could for the people, who stood in great need

of them. Those who remained on shore, were employed in drying the powder, and fitting the arms for use, in case of need.

As the boats did not return till ten in the evening, much alarm for their safety was excited, because the night came on with very heavy weather. At length the pinnace arrived with intelligence that the ship would probably not hold together till morning, from the badness of the weather, as she was then beginning to part; the bends and wales being started from their places. By this account, the hope that had been entertained of the possibility that she might be floated and repaired so as to return to Macao, was now entirely extinguished; and the shipwrecked mariners saw no consolation for their misfortunes. They knew nothing of the inhabitants of the countries around them; they found themselves suddenly cut off from the rest of the world, and the remembrance of beloved objects, who might, in vain, be expecting their return, filled them with uncomfortable reflections.

The night was tempestuous, and at day-break, it blew so hard that the boats could not venture to sea; therefore all went to work to dry the stores and provisions between the showers, and many were occupied in forming better tents with such materials as they had saved.

Captain Wilson, and the linguist, Tom Rose, being on the beach in the morning, collecting water which dropped from the rocks, the people, who were behind employed in clearing away the ground, gave notice that some of the natives were approaching, as they observed a canoe coming round into the bay. This gave such alarm, that the people all flew to arms; however, as there

were only two canoes, and but few men in them, they were desired to remain still and out of sight, until they should see what reception the captain and Rose met with. It appeared that the natives had discovered them, as they conversed together, and kept stedfastly looking towards that part of the shore where they were. The people were desired to be prepared for the worst, but by no means to appear at present, or when they did, to shew no signs of distrust, unless the conduct of the natives should render it absolutely necessary.

In this short interval the canoes had advanced cautiously towards the shore, when Captain Wilson desired Rose to speak to them in the Malay language. They did not understand it, but stopped their canoes. Yet soon after, one of them asked, in the Malay tongue, who the strangers were, whether friends or enemies? To which the captain desired Rose to answer, that they were unfortunate Englishmen, who had lost their ship on the reef, but saved themselves, and were friends! On this they spoke a few words together, which was supposed to be the Malay man explaining what was said. Presently, afterwards, they stepped out of the canoes into the water, whereon Captain Wilson waded in to meet them, and embracing them in a friendly manner, carried them on shore, and introduced them to his officers and unfortunate companions.

The strangers were eight in number; it was afterwards known that two of them were brothers to the king. One man was left in each canoe, and as they advanced to the cove, where the Antelope's people were, they seemed to look round with great watchfulness, as apprehensive of being betrayed. Neither would they seat them-

selves near the tents, but kept close to the beach, that, in case of danger, they might immediately regain their canoes.

The people now going to breakfast, the strangers were presented with some tea and some sweet biscuits made in China, of which two or three jars had been saved. Only Captain Wilson, one or two more, and Rose the interpreter, breakfasted with them. A wish being now expressed, to learn by what chance the Malay had found his way hither, he said that he had commanded a trading vessel belonging to a Chinese at Ternate, and was cast away, ten months before, on an island to the southward, then in sight· that he escaped from thence to Pelew, where he was well received by the king, who he said was a very good man, and his people also courteous. This man, besides his own and the Pelew language, spoke a little Dutch, and some words of English; but his future conduct gave reason to suspect there was not much truth in the account he gave of himself. He further said, that a canoe having been out fishing, had seen the ship's mast lying down, and that the king being informed of it, had sent off these two canoes, at four o'clock in the morning, to discover what was come of the people; and they well knowing this harbour, being a place where fishing canoes often sheltered themselves in hard weather, had come to it first.

The strangers sat about an hour with Captain Wilson, tasted the tea, but preferred the biscuit; and they now seemed to be relieved of every apprehension. They wished one of the people to be sent to the king, that he might see what like they were, which Captain Wilson agreed to, and requested his brother, Mr Matthias Wilson, to go,

to which he readily assented, and agreed to depart with them in their canoes. Captain Wilson was much affected by his departure; he sent a present to the king of a small remnant of blue broad-cloth, a canister of tea, one of sugar-candy, and a jar of rusk, which last article was added at the particular request of the king's brothers, the younger of whom went in the canoe, while the elder and three men remained on the island. Captain Wilson instructed his brother to inform the king who they were, to acquaint him with their misfortunes, and to solicit his friendship, as also permission to build a vessel to carry them back to their own country.

Meantime the strangers walked about testifying great curiosity at every thing they saw, but expressing apprehension that they intruded too much. They certainly had never seen white men before, whence it is not to be wondered at if they looked on them as a new and extraordinary race of beings. They were themselves of a deep copper-colour, perfectly naked, and their skins soft and glossy from the use of cocoa-nut-oil. Their legs were tatooed from a little above the ankles to the middle of their thighs, and so thick as to appear much darker than the rest of the body. Their hair was of a fine black, long, and rolled up behind in a simple manner, close to the back of the head, which appeared neat and becoming. They began stroking the arms and bodies of the English, or rather their waistcoats and coat-sleeves, as if doubting whether the garments and the men were not of the same substance. The Malay told them that the English, being exposed to far greater cold in their own climate, always went covered, and had different coverings as the occasion required,

so that they could constantly be dry and warm. The next thing they noticed was the peoples hands, and the blue veins of their wrists; and they probably considered the white skin of the hands and face as artificial, and the veins as the English manner of tatooing, for they immediately requested that their sleeves might be drawn up, to see if their arms were of the same colour as their faces.

The weather being more moderate at day-break of the 13th, the boatswain called all hands out to work by sounding his pipe, at which the natives expressed much surprise and pleasure. The pinnace was sent off to the ship, and the people remaining on shore employed themselves in clearing the ground, and in drying provisions. The pinnace returned after dark, reporting that some canoes had been at the ship, and had carried off iron and other things, and it was suspected that among them was the canoe and the three men left to attend the king's brother. They had found their way to the cock-pit, and rummaged the medicine-chest; but probably, not finding the medicines very palatable, had thrown out the contents and carried off the bottles. Fortunately Mr Sharp, the surgeon, conceiving he never should get back to the ship, had brought away some of the most useful medicines with him. As it was low water the pinnace could not reach the ship, and the men were obliged to wade over part of the reef to get to her. They now saw that a large portion of a rock had forced its way through her bottom, and in two or three places appeared dry in the inside of the hold, so that she remained fixed on the reef.

When Captain Wilson communicated to the king's brother that the ship had been visited, less by way of complaint than to express his apprehen-

sions that the natives might be hurt by the medicines, he begged him to entertain no uneasiness whatever on that account; because, if they suffered, it would be entirely owing to their own misconduct, for which, he said, he felt himself truly concerned. Indeed he appeared much disturbed, and testified great indignation at the behaviour of his own men, asking why our people did not shoot them, and saying, that, on the next offence, it might be done, when he would undertake to justify it to the king.

This amiable chief staid all night in the tent; he endeavoured to accommodate himself to the manners of the people, and would sit at table as they did without squatting on his hams. Every transaction with him afterwards proved him to be a man of upright character. He naturally possessed an unbounded curiosity; nothing escaped his notice; he wished to have an explanation of all that he saw, and to imitate whatever our people did; he lent his personal assistance to every thing that was doing, and even wished to aid the cook in blowing the fire.

The people now finding themselves on a perfect good understanding with the king's brother, whose name was *Raa Kook*, freely asked, by means of their interpreter, the suggestions of their own curiosity. Observing that he wore the polished bone of some animal, like a bracelet, on his wrist, and having also remarked, that his brother who returned to Pelew had a similar ornament, they wished to know on what account it was there. He, in return, informed them, that it was a mark of great distinction, conferred by the king on his own family, and on officers of state and commanders, and that he himself wore it, both as brother to the king,

and as commander-in-chief of his army, both by sea and land.

A proposal was made by Captain Wilson to his officers, particularly evincing his prudence, which was, that all the spirit-casks on board the Antelope should be staved. When the pinnace had been sent off the day after the wreck, to secure whatever stores could be saved, the chief officer served out some strong liquor to the men, who had many hours endured the severest toil. But being unable to find any thing to eat, their hunger and fatigue made the liquor operate on their heads, so that, on their return, they became noisy and elated. Thus, lest they might inadvertently become intoxicated, and be disposed to quarrel among themselves, or be engaged in disputes with the natives, Captain Wilson submitted the expedience of staving the casks to his officers. They completely acquiesced in the necessity of it, on which the captain, having called the men together, represented to them the propriety of such a measure, as their futnre welfare and ultimate hopes of preservation might possibly depend upon it. Much to the credit of the men, they unanimously agreed to the captain's proposal, and offered immediately to go on board and stave every cask of strong liquors, which, that same day, was conscientiously performed.

Next morning two canoes arrived with yams ready boiled, and some cocoa-nuts, which were presented to Captain Wilson. Arra Kooker, the king's brother, returned in one of them, along with one of the king's sons, a well made young man, about twenty-one, but who had lost his nose. Raa Kook went immediately to receive his brother, and much conversation passed between them.

Mr Matthias Wilson was conducted by the king's brother, amidst a vast concourse of the natives, who had assembled to see him land, to the town on the king's island. There he was directed to sit down on a mat. When the king appeared he made an obeisance of respect towards him, lifting his hands to his head and inclining his body, of which the king seemed to take little notice; but the presents were graciously received. The king ate some of the sugar-candy, which he seemed to relish, and then directed refreshments to be brought to Mr Wilson, who was now surrounded by an immense assemblage of the natives, of both sexes. Taking off his hat by accident, all present seemed struck with astonishment, which he having remarked, unbuttoned his waistcoat and put off his shoes, that they might see they were no part of his body. They seemed to consider, at first sight, that his clothes constituted a portion of his person; for, when undeceived, they approached nearer, stroked him, and put their hands into his breast to feel his skin. When dark, the king, his brother, several others, and Mr Wilson, retired into a house, where supper, consisting of shell-fish, yams, whole and mashed, was served on a stool. He was then conducted to another house, where there were at least forty or fifty men and women, and there, it was signified to him, he was to sleep. Accordingly he lay down, but was unable to slumber; and some considerable time afterwards, when all was quiet, eight men arose and began to make two great fires at each end of the house, which formed one large habitation, undivided by partitions. This operation alarmed him very much, conceived nothing less than that the natives were going to roast him, and had only laih down that

he might drop asleep, when he could be seized. But his apprehensions were relieved, for, after sitting a little while and warming themselves, they all retired to their mats. Mr Wilson next morning, being conducted to the king, signified that he was anxious to return to his brother; but the king thought there was too much wind, and made signs the canoe would be overset, whence he spent the remainder of the day in the island.

The favourable intelligence brought by Mr Wilson, enlivened all the people, who were now busy in recovering rice, stores, and iron, from the wreck. Two boats were sent off to it, but the bad weather compelled one of them to return. The people brought information that they had found above twenty canoes busied about the vessel; and the natives were angry at being deprived of some iron, and a cutlass, which they had got out of her. Raa Kook, however, sent his brother and nephew off in a canoe to drive them away.

The numbers of the natives visiting the island having now increased, the people thought that a regular guard, to be relieved every two hours, should be nightly appointed. Thus the whole company was divided into five guards, each guard having an officer to give the watch-word, which was called and answered from the different posts every five minutes, there being nine men always on guard. Captain Wilson thought it advisable to communicate this resolution to his guests, that they might not be alarmed by the sudden turning out of the guard with arms.

The men had been constantly accustomed to the use of small arms before leaving the Antelope, and were sufficiently expert to make a respectable appearance. Therefore the strangers were

highly delighted with seeing them go through their exercise, which seemed to make a forcible impression on their minds.

On Friday the 15th of August the king's son accompanied by one of his uncles launched their canoe, and went off at day-break to the ship; the second mate, Mr Barker, also got off in the jolly-boat, and the pinnace followed. Both returned about noon, with rice and other stores, and were going to make a second trip, but put back on seeing a number of canoes approach the harbour, and information was given that the king was coming.

Several canoes soon after appeared at the entrance of the harbour, and lay to for the king, who was giving orders to another squadron of them. His canoe then advanced between four others, the rowers of which splashed the water about with their paddles, and flourished them over their heads in a very dexterous manner; and as the king passed, the first canoes that had lain to, closed his train, and followed him into the cove sounding conch shells. Captain Wilson entering the canoe, by his desire, embraced him, informing him, by means of his interpreters, of his condition, and begging his permission to build a vessel. After a short pause, and speaking with a chief, in a canoe next to him, who proved his chief minister, the king replied, that he was welcome to build either here or at his own island; saying, that this one was thought unhealthy, and he feared that the people might prove sickly if they staid on it. Captain Wilson expressed his acknowledgments; but intimated, that he would rather remain here, being nearer the wreck; and as he had a person with him very skilful in curing sickness, he was not apprehensive for his people. The king seem-

ed pleased and satisfied with this answer, and stepping into the water, waded ashore. Captain Wilson then presented him with a scarlet coat.

The king was perfectly naked; he wore no bone on his wrist, nor any mark of distinction, but carried a hatchet on his shoulder, made of iron, while those of the others were of shell. On landing, he looked around him with the same kind of caution, as his brothers and the rest had done on their first visit. About three hundred persons were in his train. He sat down on a sail spread for him, and was presented with cloth, and also ribbands, to distribute among his attendants. These were of various colours, and he immediately gave them away. While the strangers were rolling up the ribbands, the ship's company observed, that every chief fixed his attention on some particular person. They were much alarmed by this, apprehending, that the individual whom each chief so noticed, was singled out as his prisoner; but they soon found that it was quite the reverse, and that he was to be the chief's particular friend or guest The captain then introduced his officers to the king; and when the surgeon, Mr Sharp, was pointed out as the person skilful in curing diseases, he appeared wonderfully surprised, and kept his eyes fixed on him. The king inquiring for Captain Wilson's mark of rank or dignity as chief, he was at a loss how to answer; but recollecting that a ring was an ornamental mark of distinction, he got one from Mr Benger, the chief mate, and put it on.

Raa Kook had been attempting to describe the fire-arms, whereon the king expressed a desire to see the men exercise: accordingly every man was ordered under arms, and drawn up on the beach:

and without loss of time, marched along the shore before him, and fired three volleys. The natives testified extraordinary surprise, hooting, hallooing, chattering, and leaping. Fortunately all the powder in the ship had been saved; therefore, though at the expence of some ammunition, they could impress the natives with an idea of their power. A live fowl was next shot at, and its wing and leg being broke, created a vast murmur of wonder that this should happen without seeing any thing come out of the gun.

Raa Kook carried his brother to a grindstone, and the king remained fixed in astonishment at the rapidity of its motion. He and the rest were quite bewildered whence the sparks could come while sharpening iron, and how a stone so well wetted became so soon dry. Raa Kook, who had been exercising himself with it during his short residence here, eagerly turned the handle to let his brother see how well he understood about it. The kitchen utensils excited much amazement, though few in number; the poker, tongs, and kettle, were all novelties; and the commander-in-chief of the forces began to blow the fire with the bellows to shew the king what an adept he was.

The king afterwards returning to his seat, told Captain Wilson that he was going to sleep on the other side of the island; and presently a loud cry was given by one of his officers, who wore a thin narrow bone on his wrist. This threw our people into some alarm, but the purport of it immediately appeared, for all the king's attendants, though dispersed, and looking at every thing that attracted their attention, instantaneously darted into their canoes. No word of command was ever obeyed with greater promptitude.

Next day, after considerable difficulty and hesitation on the part of the king, he explained, that he was going in a few days to wage war with an island which had done him an injury, and requested Captain Wilson to permit four or five of his men, to accompany him with muskets. The captain instantly replied, " That the English were as his own people, and the enemies of the king were their enemies." Accordingly the third mate, and four others, as also Rose the interpreter, went to Pelew, the chiefs taking each in a boat. The expedition ended successfully, and much gratitude was shewn for the assistance so readily afforded.

The people were now employed on their intended vessel, and had got a piece of wood for a stern, and also one for a stern post; these were squared, as also some of the floor-timbers, and the ways were laid. Mr Barker, the second mate, having in the earlier part of his life, been conversant in a dock-yard, assisted the captain and carpenters in designing the vessel, which they determined should be a schooner, as easier worked. When a merchant ship is wrecked, it must be understood that all authority immediately ceases, the command of the master is at an end, and every one is at liberty to shift for himself. In this case, the ship's company, considering the necessity which there was for some one to be their superior, unanimously requested Captain Wilson to fill that capacity, and they would implicitly obey his orders. He accepted with great joy the flattering distinction which their generosity offered him ; but expressed his wish, that if it should prove necessary to pass any censure or punishment on any individual that so disagreeable an office might not rest with him,

but be determined by the majority of voices. This was assented to.

The Antelope being fixed to a coral reef, by a rock through her bottom, the people entertained sanguine hopes of being able to save many important and useful materials from her, and they now dug up their tools, which on the kings arrival they had considered it prudent to secrete. Each was appointed to his particular post, and all went to work with the utmost alacrity. Captain Wilson desired that Mr Barker might be looked on as chief director, from whom instructions should be received, Mr Sharp, the surgeon, and Mr Matthias Wilson, were appointed to saw down trees, in which the Captain himself often assisted also. The boatswain, who had formerly served part of an apprenticeship to a blacksmith, now resumed his old vocation, aided by a mate; the gunner's occupation consisted in seeing all the arms kept in order, and occasionally assisting the carpenter's crew. The Chinese were employed as labourers, to bring the trees, when felled, out of the wood, and to provide water for present use and sea-store.

Notwithstanding this distribution, individuals were changed as circumstances required; many had been hurt with wounds and bruises in getting the things out of the ship when she struck, and afterwards; whence the surgeon was often taken from sawing trees to administer relief to the sufferers.

It was judged expedient to erect a barricade in front of the tents, towards the sea, which was done by driving a double row of strong posts, interlaced with the branches of trees, into the ground, to form a thick fence. The space between the two rows of posts, was filled with logs

of wood, stones, and sand, to render it as solid as possible. On the inside, a foot-bank was raised, on which the people could stand and fire, in case of being attacked, with an opening left for one of the six-pounders, which they intended to bring from the wreck by the first opportunity. Two large swivels were also mounted on two stumps of trees, in such a manner that they could be pointed in every direction.

The boats visited the wreck early on the 19th, and returned, bringing two hawsers and some boards. One of the natives having stole a small hatchet from a boat, was carrying it off to his canoe, when a musket loaded with powder was fired to frighten him, and another of the natives, left by the king, made him restore it.

Next day, the boats returned to the wreck, and got the lesser shroud-hawser, some planks, copper, and stores, and also some junk for oakum. Half a leaguer of arrack, which had been covered by stores, was discovered and brought on shore to the captain, to be used at his discretion. He proposed that it should be kept, and that each person should have a pint of grog every evening after work, until the whole was expended. This was universally approved of, and the cask immediately secured in the tent.

All hands continued busy in the dock-yard; at ten o'clock on Friday the 22d, they had got the keel laid on the blocks, and the stern and stern-post bolted. The boats brought a good deal more plank, two casks of beef, besides some empty water casks, of which the people were obliged to secure enough for their future voyage, as the natives had destroyed several for the sake of their iron hoops. The gunner got the six-pounder

mounted on a carriage, and made fit for service. It was planted in the opening of the barricade prepared for it, so as to command the entrance to the cove.

Murmuring arose among those stationed at the carpenter's work, as the heat of the weather, and their new employment, had severely blistered their hands; but the timely representations of Captain Wilson speedily restored harmony, and a double allowance of grog was served out at night. It was proposed to call the new vessel the Relief.

On the 25th, four canoes from islands to the southward, which were understood to be at war with the king of Pelew, came ashore. They were full of men, who landed with great marks of timidity and caution; a chief was among them, but the interpreter being absent on the expedition, it could not be ascertained who they were. Captain Wilson conducted them round the cove, and shewed them the works which were begun; and after remaining little more than a hour on shore, they departed, with many acknowledgements for the civility they had met with. None either pilfered or asked for any thing.

The men who had gone on the expedition, returned with an account of its success; it had consisted of an hundred canoes, with above a thousand men, and had been directed against the Island of Artingall, the people of which, at a festival, had killed the king's brother, and two of his chiefs, for which they refused to make any satisfaction.

Raa Kook, the king's brother, informed Captain Wilson, that the king had given him the island on which he then was, which was called Oroolong; whence the captain hoisted the British pendant, and fired three vollies of small-arms,

in token of his taking possession of it. The king had also sent an invitation for him to come to Pelew, which he then declined, from the nature of the occupations he was obliged to carry on; but he dispatched the first mate, and others, to congratulate him on his victory.

In the end of the month the captain went to Pelew, where he was hospitably entertained. The king came down to the beach, without any state, to receive him, and conducted him to the town of Pelew, about a quarter of a mile from the shore. There the people were led into a large square pavement, surrounded by several houses; they entered one, from which a number of women issued forth. These were the wives of the chiefs who had assembled to see the English; they were rather fairer than the rest of the women, and had a few little ornaments about them. Their faces, and part of the body, were rubbed over with turmeric. The women then returned into the house and received them with much joy, they were all presented with sweet drink, and cocoanuts, and sat down to partake of these provisions. The ladies also seated themselves, and taking a parcel of leaves, began making mats, an employment in which they pass great part of their time. The king informed his guests that this house was to be their abode while they remained here, after which he rose up and withdrew, apologizing to Captain Wilson, that he was going to bathe. A message soon came from the queen, requesting to see the English from her dwelling, whither they attended the general to a grove of cocoa-nut trees. There they came to a sequestered habitation, before which was a rail, with some tame pigeons on it, tied by the leg. This bird is held

in such estimation, that none except the chiefs and their families are allowed to eat it. As soon as they approached, the queen opened her window, and spoke to Raa Kook to desire the strangers to sit down on the pavement before the house, which being done, a number of attendants brought out refreshments. She took great notice of them, and wished some of them to come close to the window and draw up their coat-sleeves, that she might see the colour of their skin. Having viewed them attentively, and asked such questions as she thought she could do with propriety, she signified that she would not trespass longer on their time by detaining them; so they rose and took leave of her.

They visited some of the other chiefs; and Raa Kook's wife brought them a broiled pigeon, of which they partook, out of compliment for the honour done them. Engaged with the sight of his children, and the pleasing domestic scenes exhibited here, night crept fast upon them, and it being quite dark, they requested leave to retire.

A great council of chiefs, each seated on a single stone, and the king on one more elevated than the rest, was next held; and after their deliberations, the king, with the interpreter, came to the house where the English were, and requested Captain Wilson to allow ten of his men again to go against the same enemy as before. Captain Wilson replied as he had already done, that the English were his friends, and would regard his enemies as their own; which answer greatly pleased the king. Several canoes had returned from another expedition, and they were entertained with a dance of the victorious warriors. During it

two large tubs of sweet liquor were brought in, and first served out to the English and principal people present, and then carried to the warriors.

Bad weather preventing Captain Wilson from leaving Pelew, he accompanied the king to his boat-builders, where he gave directions, and took down to the place a design of his own, for ornamenting some canoes then building. This design to work after, was marked on a board with great accuracy, in different colours. Here the English dined with the king on pigeons.

On the evening of the 4th of September, Captain Wilson reached Oroolong, where he found the greatest harmony subsisting among his people, and that they had been assiduously advancing with the vessel; the boats were sent to the wreck at day-light of the sixth, to see what other materials could be procured. In the evening, they returned with planks, nails, and many necessary articles of essential service, particularly coals.

A list was made out of the number of the men who were to go on this second expedition, when every individual, as on the former occasion, expressed his desire to be of the party. After they had settled this matter among themselves, their names were wrote down and stuck on a tree in the dock, and they were directed to hold themselves in readiness for the king.

Fine weather prevailing, all hands were employed in felling timber, and in getting the frames of the vessel forward. Four canoes arrived in the harbour, and gave some fish to the people, who in return, made them a present of iron. In the evening, it being Sunday, the captain, when their toil was over, read prayers.

He went in the jolly-boat to sound and examine

the reef, himself, in the morning; and found a passage, due-west from the island, with three fathom water at low-tide. Between the island and the reef, there was a flat sand-bank, on which there were only seven feet at low-water; it was clear sand, except a few coral spots, which were easily discovered by the colour of the water.

The king paid Oroolong a visit in the afternoon, accompanied by his two brothers and his chief minister, and brought some fine fish as a present. They were different from any hitherto seen, being above three feet long, nearly one across, and having a thick bony head; the bone so uncommonly hard as to strike fire with an axe. The scales were round, and nearly the size of a Spanish dollar.

The king was perfectly amazed at the progress and magnitude of the vessel; he minutely examined every part with the most eager attention, and impatiently called to his Tachallys, or artificers, to notice what had so much excited his own astonishment. The tachallys were seized with surprise equal to that of their prince, and after deliberately poring over every part, pointed out to him the very singular manner in which the parts were wedged and bolted together. They were quite lost in wonder at the use and power of the iron work; and the whole together, seemed to have engaged their minds as somewhat beyond their comprehension. Most of the frame-work having been made of the trees growing on the island, the king specified a kind of wood, which he was concerned at seeing used in the vessel, as he deemed it unlucky wood, and apprehended that it might expose the mariners to some accident, earnestly pressing them to take it out. The

people intimated their sense of his regard for them, but informed him that experience had taught them nothing was to be apprehended on that score.

The noise of the forge attracted his attention. The boatswain, at that instant, happened to be beating out a piece of hot iron on a pig of the same metal, serving for an anvil. This was a circumstance so entirely new and interesting, that he and the whole natives stood absorbed in admiration. They could not be persuaded to keep at a distance, nor be deterred from catching in their hands the luminous particles flying from the stroke of the hammer. The operations of the cooper, sawing timber, and the rest, appeared equally marvellous.

The king wished much to get one of the swivels on the expedition. as their use had been previously explained to him; however, the captain endeavoured to make him comprehend that this was impossible, as they had no boats constructed in a proper manner to receive it. He then requested that the six-pounder might be fired; and, if the natives were surprised at the discharge of a musquet, their astonishment at its report may be supposed. It seemed to stun them all, for every one kept his fingers a quarter of an hour in his ears, calling out, "Very bad, very bad." The noise was evidently too loud for their organs; their hooting and shouting on the explosion can hardly be described, and this was increased by the wadding accidentally setting fire to the dry leaves of a tree which projected across the cove. The natives, after renewing their solicitations for the swivel, against giving which the same reasons were used as formerly, departed for Pelew.

All the loose or unpacked beef being consumed,

the stores were examined, and an account taken of them; and the captain, after considering the length of time he might be obliged to remain on the island, set apart as much of the soundest and best as was deemed necessary for the voyage, which, on no account, should be touched. It was discovered that some hams had been cut the preceding night, whereon a reward of a double allowance of grog was offered to make the offender known, or to shew where any one was guilty of wasting provisions. No information, however, was obtained.

On Monday, the 13th of September, the party who had gone on the expedition returned with intelligence of its success. A canoe, which brought Mr Matthias Wilson and John Duncan, a seaman, had overset from a squall, so sudden that they could not get down the sail. Four natives were along with them, two of whom, as the canoe was going over, secured the two musquets belonging to their friends with one hand, and buoyed them up with the other, while the remaining two made a small raft with whatever bamboos, ropes, paddles, and pieces of wood, they could collect. During the time they were floating the canoe righted itself. The other canoes in company escaped, with difficulty, to the nearest shore; but the instant they had landed, the English on board put off again, and took up the two men, who could neither of them swim. Both were almost exhausted, having been floating and clinging to the raft for nearly two hours. Two bayonets and a cartouch-box were lost by this accident, but happily no lives. Captain Wilson instantly rewarded the men who had saved them.

The victory obtained by the king was greater

than the preceding one; great execution was done with the fire-arms, which puzzled and bewildered the enemy, who could not comprehend how their people dropped without receiving any apparent blow. Though holes were seen in their bodies, they could not devise by what means they were thus, in a moment, deprived of motion and life. Six canoes were captured, and nine prisoners; which was accounted a great number, as enemies are seldom taken, because the vanquished always endeavour to carry away their killed and wounded, that the victors may not have their bodies to expose. Taking a canoe is an object of equal consequence to what the capture of a ship of war is in Europe. The battle lasted about three hours, and all the nine prisoners were wounded. Notwithstanding the earnest interposition of the English, the whole were put to death. The natives of Pelew urged, in extenuation, that this had not always been their custom, but was now a measure of necessity. However, on another occasion, when the king again desired assistance against his enemies, it was signified, that he must not expect it, unless such an inhuman practice were discontinued, as the custom of the English was never to injure those who were in their power. Information was also brought that the king intended visiting Oroolong in four or five days.

The pinnace being next morning sent to the wreck to see what additional materials could be procured, returned in the afternoon with some good plank, and a quantity of spike-nails, things of the utmost service in constructing a vessel; and a second trip was equally successful.

The 15th of September proving bad, after a stormy night, little could be done until afternoon, when the

weather clearing, every hand was employed about the vessel; and the pinnace being sent round the island next day for the wood that had been cut, almost enough was obtained, as the frame of the vessel was nearly completed. A furnace was constructed to heat the plank, and on the 20th the whole people were employed in dubbing the timbers, and getting the first plank on the schooner's bottom. On Sunday three planks more were got on, and the boats brought fifteen bags of rice from the wreck, which proved most acceptable, the people being at this time on short allowance, though undergoing very hard labour. The rice was greatly damaged by having been long under water; it would not boil to a grain, but to a jelly. It was a great consolation that the Antelope still stuck together, as so many useful articles were recovered from her.

On the 22d the pinnace got sixteen bags more of rice from the wreck; and, as a quantity of nails and some sheets of copper were saved, it was at one time in contemplation to sheath the bottom of the schooner. This plan, however, was soon abandoned, for there proved a deficiency of copper nails necessary for the purpose, though she was not above one-sixth of the size of the Antelope.

The jolly-boat was now sent to fish, but without success. It was singular that this should always be the case, whether because the people were ignorant of the proper places where they should resort to, or whether they did not know the proper bait.

On the 30th the vessel was so far advanced, that the people, having planked her up as high as the bends, began to trench under her bottom in order to plank to the keel. But an accident happened

that had like to have been destructive of all their labours. In the beginning of the night, the tide, rising higher than usual, broke into the trench, and had nearly washed away the blocks from under the vessel. This was fortunately discovered in time, and all hands instantly went to work with the utmost expedition, to fill up the trench and secure the vessel from falling off the stocks, which employed them till near morning. They then discovered that the danger had been infinitely greater than what they supposed; for, some of the blocks being displaced by the sea, they were obliged to get wedges to set up the vessel in order to replace them. This was a work of the greater labour, from three of their best workmen then being ill. A bank to keep out the tide was formed, by laying the pinnace aground directly before the vessel; two holes were bored in her bottom, and she was filled with stones to sink her. About a foot farther off a dry wall of large stones was raised, and carried round each side of the vessel beyond high-water mark, lined in the inside with branches and twigs, which were fastened with stakes to keep them from being washed away. Sand was then thrown in, so as to make a bank of the whole together of four or five feet thick, which effectually answered the purpose for which it was intended.

In the meantime, the king, elated with the success of his expeditions, planned another of still greater magnitude, in which fully three hundred canoes were employed, and all the neighbouring chiefs summoned to attend it. He had sent a mission to Captain Wilson, requesting fifteen men to accompany him, with one of the swivels; and the captain, after duly deliberating the matter, thought it prudent to allow ten men to go, and the

swivel. This attack, which was on the island of Artingall, as before, proved much more destructive to the enemy; but it was also with greater loss, thirty or forty of the king's people having been wounded; and several died after their return to Pelew. The action lasted six hours, and was fought with great resolution on both sides. One of the king brothers, Arra Kooker, would have been killed, had not an Englishman rescued him.

On the former occasion Raa Kook's son was wounded with a spear in the foot, which the natives had contrived themselves to extract. Mr Sharp, the surgeon, at this time went to Pelew to visit him, and carried his surgical instruments, lest they might be required. The young man being very brave, and finding, though he could not walk, that he could stand up in his canoe and throw a spear, insisted on going on the late expedition, when, early in the engagement, on his eagerly endeavouring to approach the shore, he received a dart in his body, and instantly fell. This Mr Sharp found to be the case on his arrival. Raa Kook carried him to a neighbouring island; there, after a repast, which was ate in the most profound silence, the lamentation of women was heard at some distance, and, Mr Sharp going to see to the occasion of it, on a sign from his conductor, observed a great number of them following a dead body on a bier, tied up in a mat, and supported on the shoulders of four men, who were the only ones present. The body was then deposited in a grave, without any ceremony, except that the lamentations of the women continued. Raa Kook, it is remarkable, never gave the smallest hint or indication that this was the funeral of his son.

The surprise and pleasure of the king, on exa-

mining the instruments, were very great; and there being some stranger chiefs residing with him on account of his late success, he begged that they might also be gratified with a sight of them. An explanation of the different uses to which they could be put, excited much amazement.

On Wednesday the 15th of October, the cook having been guilty of great negligence, frequently spoiling the rice prepared for the men, and being suspected in concert with one of the Chinese, of secretly appropriating a part of the very small allowance of meat given to boil along with it, was ordered to be punished. This sentence was passed by the voice of the majority, as previously determined, and it was inflicted by stripping the man to the waist, and tying his hands to a tree to keep him extended, when another, with a thin flat piece of wood, imposed a number of blows. His assistant was punished in like manner, and also a Chinese for wounding one of his countrymen in the head with a stone. Raa Kook appeared concerned on seeing these fellows tied up, and applied to Captain Wilson, begging them off. But the safety of his little community absolutely requiring regularity and obedience, it was explained to the general, that his request could not possibly be complied with. He stood by, however, during infliction of the punishment, and finding that it was not of a serious nature, seemed convinced that the Antelope's people were right; and when the Chinese came to receive the same discipline, the lamentable cry they set up rather amused him from their pusillanimity.

Three canoes arrived at the watering-place the same afternoon. In one of them was a woman, the first who had appeared at Oroolong; they came round to the harbour, and the woman land

ed alone. After viewing the vessel, she went to the cook's habitation, and thence back to the vessel, which she examined again for a few minutes, and then returned to her canoe. She appeared to step about very cautiously; and who she was could never be known, Raa Kook being absent at the wreck. Next day a canoe arrived from Pelew, to notify to the general, that offers of peace had been brought by the chief minister of Artingall; and a treaty was soon concluded. The king also arrived on the 17th, attended by nine canoes. His youngest daughter, a girl about nine years old, of whom he was immoderately fond, accompanied him, and eight or nine women, who, except the one just mentioned, were the first who had visited the island. Raa Kook conducted them about the cove, and they all testified the same degree of surprise at the sight of the works that had been excited in the other natives. One appeared particularly striking; she was superior in elegance and beauty, and had also a more graceful mien than any female who had been seen at Pelew. She was very young, and the general said she was one of the king's wives called *Ludee.* After having amused themselves with seeing every thing, a piece of canvas was spread in the cove for the king, the general Raa Kook, and the ladies. The captain then entertained them with fish and boiled rice, mixed with molasses to sweeten it, which never having tasted before, they seemed to relish very much.

Three of the Artingall people now came to Oroolong with the king; and when they were pointed out to Captain Wilson, he gave them an invitation to breakfast, and Raa Kook came along with them. They were shewn the different works, at which they were much astonished, and parti-

cularly with the swivel and six-pounder. On seeing the small arms, they expressed, by forcible gestures, that these were the instruments that had killed so many of their countrymen at Artingall. They did not entertain the least animosity, but behaved with great cordiality to the English.

A flying squirrel having settled on a tree near them, Captain Wilson's servant, who had his gun loaded, shot it. The Artingall people seeing the animal drop from the top of a lofty tree, without any thing apparently passing to it, ran to take it up; when perceiving the holes of the shot, they remarked, that such of their countrymen as had lost their lives in the late battles, fell down with holes in their bodies just like this animal, and died.

The king asked the captain if the English would go once more and fight for him; to which he replied, they readily would: He appeared extremely anxious that he would not leave the country without previously acquainting him, saying he would send two men with them to England, and promised to give them colours to paint the vessel, which he afterwards did.

On Thursday the 23d of October, the caulkers finished caulking the bottom of the vessel; planking the top of the sides was also completed, and water in the evening handed into her to try for leaks. Steps for the masts were fixed, in the next place, and her bottom breamed. The trench under her was filled up, and the dam broke down, which was a work of some labour, for the bank had become as firm and solid as if formed by nature. The pinnace was also cleared, and floated.

The night of the 28th was overcast, and it rained; before morning the rain became very heavy,

accompanied by strong gales and squalls, which carried away all the awnings laid over the vessel, though the dock-yard was in a manner sheltered by the hills. Next day was also stormy, with hard squalls, thunder, lightning, and rain. The night proved still worse; the people apprehended that their tents would be blown down, and the vessel shook off the blocks; and they were not a little uneasy for the safety of their countrymen, now absent on another expedition. But the following morning brought them intelligence of their safety; and that the king's enemies had, on this occasion, laid down their spears without resistance.

Mr Sharp, and several of the people, went to congratulate the king on the peace; they then learned, for the first time, that the island where he resided, which was about seven leagues from Oroolong, was called Cooroorаa, though the town was called Pelew. They found great festivity prevailing, with feasting and singing; the English seemed to be the subject of the songs. The king of Pelelew, the island that had submitted, was present; a man far advanced in years, of a rough manner and appearance, tatooed up to the navel.

The new vessel now being in a great state of forwardness, and the time of departure drawing near, Captain Wilson expressed to his officers and people a desire of exploring the islands, whereon they had been thus providentially cast. Ten or twelve days would suffice for doing it, and they had a sufficient quantity of provisions to authorise the attempt. He was the more induced to this, from the uncertainty of obtaining any positive accounts of their number, extent, and situation, whence it would be a great satisfaction both

to themselves and their employers, to have a general account of the islands, on which no European had ever before landed. The people listened to him with much attention; but the near prospect of deliverance from a place, which every one had so short time ago considered like a prison; and the doubt of what difficulties or hostilities they might be exposed to in the survey, added to the natural inclination of all to take the present opportunity of returning to their own country, opposed the captain's desire of inquiry. Unfortunately also, Mr Sharp brought intelligence of the king's design to visit them in four or five days, which awakened suspicions of his intentions that were dispelled only after the most sober reflections.

On Monday the third of November, the weather being fair and settled, with fresh gales from the north-east, the carpenters were employed in making the rudder, and the quarter-master in forming the masts out of some small spars saved from the wreck. Some were busied in caulking the deck, and others in painting the sides, which, in addition to the coat the vessel was to receive from the king's people, would sufficiently keep out the weather. A consultation was held about the mode of launching her, when it was agreed to be done by ways, and not by rollers, as had been once intended.

On Tuesday morning, many hands went to work in cutting down trees to make blocks and launching-ways. But the distrust of the people continued; they conceived that the natives intended to prevent their departure. They therefore kept a quarter watch at dark, loaded the swivels and six-pounder with grape-shot, and kept a good look-out to prevent surprise. Captain Wilson in vain atempted to dispel their apprehensions; he recal-

led to their remembrance the generosity of the king, and all his people, ever since they were thrown on these territories; that his behaviour towards them had always been humane, unreserved and unsuspicious; and that there had never been the smallest cause for mistrusting his sincerity. However, only two or three united in the captain's sentiments, and after a long consultation, it was concluded, that all should be strictly on their guard; but, at the same time, carefully avoiding appearance of suspicion, unless they might be driven to necessity. In that case, they had to single out the chiefs; and it is not to be denied, that the first and marked objects of vengeance were to be the humane and liberal king, the manly and benevolent general, and the facetious and inoffensive Arra Kooker. But this sudden apprehension was dissipated, and the wonted good-will of the people towards the natives returned with the cool reflections of a night.

One of the seamen, Madan Blanchard, at this time, informed Captain Wilson, that he was resolved to remain at Pelew with the natives, if the king would permit him. The captain endeavoured to divert him from this strange resolution, representing the disadvantages he would labour under when his friends and companions were gone; particularly as he was unacquainted with any mechanical employment, whereby he might render himself of use and consequence. Finding that he could not be dissuaded from his purpose, the captain determined to make a merit in leaving him with the king. Therefore the first opportunity he told the king, that in return for the hospitable kindness which both he and his subjects had shewn them, he would leave one of his people with him to

take care of the guns, and other things, which they intended to give him on going away. This testimony of confidence and esteem was well received by the king; he promised to make him a chief, and to give him two wives, together with a house and plantations; assuring the captain that he should do every thing to make him happy and contented, and that he should always be with himself or Raa Kook.

Blanchard was a man of about twenty, rather of a grave disposition, good-tempered and inoffensive. Unluckily he had got no education, and could neither write nor read; otherwise he might have made some interesting remarks. On the departure of his countrymen, he wished them a prosperous voyage, and took leave of all his old shipmates with perfect ease and indifference. This man turned out differently from what was expected, and lost all estimation of the king and natives. He left off clothing, though Captain Wilson particularly recommended the reverse, and wandered from place to place. About seven years afterwards he was killed in a bloody battle between the king and a neighbouring island.

Meantime the king was desirous to know when the vessel would be launched, and on being told, he came from an island called Pethoull, where some of the English had also gone. Mr Sharp and Mr M. Wilson invited the general to come into the pinnace, which he accepted, and ordered his canoes to attend the king. When two or three miles from land, it began to blow fresh, and the canoes were obliged to run in shore for shelter. Raa Kook, delighted to see the pinnace sail so well and feel so little effect from the weather, requested his two friends to go on shore and ask the king on board.

He, his daughter, and chief minister, immediately came into the pinnace. The wind still freshening, they rapidly advanced, the boat rolling much in going before the wind and sea. The king and his company expressed great satisfaction that they sat so dry and comfortable, compared with what they could have done in a canoe, which is only fit for smooth water; besides, the natives of that country have a strong dislike at being wet, especially by rain. The English, observing the king so well pleased with the pinnace, informed him that the captain meant to make him a present of it when he went away. On this he desired his brother to pay particular attention to the manner in which the sails were managed.

The vessel was lowered off the blocks, down upon the ways; but being too much over on one side, she was righted by means of a tackle. The king told the captain that he wished her to be called by some Pelelew name, supposing her called by an English one, and desired that the name might be changed to Oroolong, in remembrance of the place where she had been built. The captain assured him this should immediately be done, and sent for his officers and people, whose satisfaction, at the idea, gave great pleasure to the king.

While the vessel was painting, her stern was particularly decorated by Raa Kook, under the direction of the king, but whether there was any real design in the ornaments he used, could not be discovered. This finished, several baskets of cocoanuts, in a state of vegetation, and other seeds were brought; and the captain was informed that it was for the purpose of being planted for the English. After being planted, he was told there would be future fruit for them when they returned, and

should any inhabitants of the other islands accidentally come on shore and eat the fruit, they would thank the English for the refreshment.

In the evening, the people tried to launch the vessel, but, to their great disappointment, they could not move her until the tide began to fall. Thus every thing was allowed to remain until the next tide, in hopes to discover the cause of obstruction.

The night proving fine, all hands were employed in preparing for the launch. They swept the vessel with a lower-shroud hawser, carried out an anchor and hawser a-head, and got a runner and tackle purchase upon it. A post with wedges was likewise set against the stern post, and every thing was made ready before day-light. The tide ebbed extraordinarily low during the night, lower than had ever taken place since their arrival.

At day-light the people began to try their work, and examine whether these plans would answer their wishes. The vessel was got down about six feet, when they desisted until high water, and sent over to the king, who, with all his attendants, came to be present at the launch. About seven o'clock on Sunday, the ninth of November, they happily got the vessel afloat, to the joy of every spectator, for all seemed deeply interested in the event. The English gave three loud huzzas at her going off, in which they were joined by the natives; and hearty congratulations were exchanged.

The vessel was immediately hauled into a dock that had been dug for her, and safely moored, when all went to breakfast; the king and chiefs with the captain, and his attendants with the people. Shears were next got up, and the masts taken in, as also the water casks and two six-pounders.

The vessel having stopped two or three times in the course of launching, had caused some trouble, but more uneasiness. In taking up the ways this was discovered to have been occasioned by a nail in the bottom not being drove home. When the flood-tide came in the afternoon, the vessel was hauled into a place called the bason, where there were four or five fathom water, and which was large enough to contain three others of the same magnitude; and all could be afloat at low water. In the night the captain got on board the provisions, stores, ammunition, and arms, except what was intended as a present to the king; and Monday morning was employed in getting on board anchors, cables, and other necessaries, as also making bitts, and fitting a rail across the stern of the vessel.

The king sent a message to Captain Wilson in the morning, desiring him to come to the watering-place. On his arrival he acquainted him that it was his intention to invest him with the order of the bone, and formally make him a *Rupack*, or chief of the highest rank. The Captain expressed his sense of the king's favour; and he was then desired to sit down at a little distance from the king and his chiefs. Raa Kook having received the bone from the king, anointed the captain's hand with oil, and endeavoured to get it drawn through the bone, squeezing it into as small compass as possible. Other chiefs assisted at the ceremony, during which the most profound silence was preserved, both by them and by all the people present. The operation was difficult, from the smallness of the bone, and the king also suggested in what manner it might be facilitated. Being at last accomplished, and the captain's hand fairly passed

through, the whole assembly expressed great joy. The king addressing him, said the bone should be rubbed bright every day, and preserved as a testimony of the rank he held among them, that this mark of dignity must on every occasion be defended valiantly, nor suffered to be torn from his arm, but with the loss of life.

The ceremony ended, all the Rupacks congratulated Captain Wilson on being admitted one of their order, and the inferior natives flocked round to look at the bone, appearing highly pleased to see his arm adorned by it, and calling him Englees-Rupack.

In the evening the tents were all cleared, and every thing carried on board from the old habitations in the cove. As the people were much troubled by the natives coming on board, and wishing to look at the vessel and admire her, Raa Kook mentioned it to the king, who immediately gave orders that none but the chiefs should go, and that the others should only paddle alongside, and look at her from their canoes. When all the officers were on board, and the sails bent, she was carried to the west side of the island and moored in six fathom water, abreast of the well which supplied fresh water.

The king now reverting to what had formerly fallen from him, expressed his determination to send his second son, Lee Boo, to England under the protection of Captain Wilson; he described him as a young man of a gentle and amiable disposition; sensible, and of a mild temper, and said that he had sent for him from another place, where he was under the care of an old man; that he was then at Pelew taking leave of his friends, and would be at Oroolong next morning. Captain

Wilson answered this, singular mark of the king's confidence, in a way that gave him great satisfaction. It appeared that Raa Kook had made a request of a similar nature, which had been refused by his brother, and he felt particularly disappointed by it. The king assigned as his objection, that Raa Kook was next heir to the crown, for the succession there passed to brothers before descending to sons, and the inconvenience that might arise, if he himself died during his brothers absence. Another of the natives, a nephew of the king, applied to the captain to carry him to England. The king, however, when the captain mentioned it, said that his nephew was a bad man, and neglected his family, and that nothing would affect or alter his disposition.

Raa Kook obtained from Mr Barker, the second mate, a plan for building a vessel, as he was very desirous of being able to construct one after the English fashion. Mr Barker recommended the jolly-boat as a model, rather than the pinnace, she being broader, and not so deep.

Before quitting the cove, the people hoisted an English pendant on a large tree growing close to the place where their tents had stood. They also affixed to another tree, near the place where they had built their little vessel, a plate of copper, bearing the following inscription: "The Honourable East India Company's ship, the Antelope, Henry Wilson commander, was lost on a reef north of this island, in the night between the ninth and tenth of August, who here built a vessel, and sailed from hence the 12th day of November 1783." The meaning of this inscription was explained to the king, who made his people comprehend it. He promised that it should never be

taken down, and if it should happen to fall by accident, he would take care of it, and have it preserved at Pelew.

The king's second son, Lee Boo, now arrived, and was introduced by his father to Captain Wilson, and all the officers on shore. Every one was prepossessed with his ease and affability, and the good humour and sensibility of his countenance. Before dark, the officers took leave of the king and went on board; the captain remained behind, as the king wished him to pass the night on shore.

On Wednesday the 12th, an English jack was hoisted at the mast-head of the vessel at day-light, and one of the swivels fired, as a signal for sailing. When the king understood the purport of it, he ordered canoes immediately, to take on board yams, cocoa-nuts, sweetmeats, and other things that he had provided for the voyage; besides which, many canoes of the natives, loaded with a profusion of provisions, lay alongside of the Oroolong.

As soon as the vessel was loaded with every thing that could be taken on board, and got ready for sea, the boat was sent on shore for the captain. The king informed of this, signified that he and his son would presently come on board, in his canoe. The captain got to the ship about eight o'clock, and the king, with Lee Boo and his chiefs, followed very soon afterwards. The vessel was so deeply laden with their sea-store, that a doubt arose whether she might be able to get over the reef, on which account, it was agreed to land two six-pounders that had been taken, and to leave the jolly-boat behind. The people had no materials for repairing her, and without this she could not swim much longer. The king, hearing that

the people were in want of a boat, instantly offered to supply them with a canoe, and all alongside being too large to hoist in, he sent his eldest son on shore, who soon returned with one of suitable dimensions.

The Oroolong proceeded towards the reef, accompanied by a multitude of canoes, the natives earnestly soliciting that their gifts might be accepted. The pinnace preceded the vessel, taking her in tow; and several canoes went ahead shewing the safest track, while others, stationed by the king's command at the reef, pointed out the deepest water for her passage over it. Fortunately, by means of these precautions, the Oroolong cleared the reef without difficulty.

The king went almost to the reef in the vessel, before making a signal for his canoe to come alongside; he then gave his son, Lee Boo, his blessing, wishing him happiness and prosperity, which he received with great respect. He shook all the officers by the hand in the most cordial manner, next embracing the captain, and assuring the people of his affectionate wishes for their making a successful voyage, he went over the side of the vessel to his canoe.

Raa Kook remained very pensive, and suffered the vessel to proceed a considerable way from the reef, before recollecting himself and summoning his canoes to return. As this chief had been the first and truly valuable friend of the English, they presented him with a brace of pistols, and a cartouch-box filled with cartridges; and he then left them, much affected by the separation. He had been of the most important use, and had behaved with uncommon generosity during the whole stay of the English in these islands.

At noon, the Island of Oroolong bore south-east by east, four leagues distant. Tolerable weather with light squalls, rain, and variable winds prevailed the first two days, and the crew endeavoured to make more room in stowing their provisions and stores. In doing this, they discovered that a small leak, which had sprung the preceding day, was under the end of one of the floor timbers. They proposed to cut it away, in order to come at the leak and stop it from within; but, on more mature consideration, this was thought too dangerous an expedient, as it might occasion the starting of a plank, and thence the sinking of the vessel.

In the night were strong squalls, attended with rain and lightning; and on the 25th the Bashee Islands were in sight, when the ship bore away through a passage between the islands, and at noon was in the Chinese Sea. On the 26th they saw land, which proved the Island of Formosa. On coming within sight of Macao, an English jack was hoisted at the mast-head, which being seen by the Portuguese ships at anchor, they immediately sent out their boats to meet the Oroolong, carrying fruit and provisions, and also men to assist; for they judged by the smallness of the vessel, that this was some English ship's crew that had been wrecked.

Lee Boo was remarkably clean in his person during the passage, washing himself several times a-day; and, on recovering from a temporary indisposition, appeared easy and contented. He was extremely astonished on seeing the large Portuguese ships at anchor in the port of Macao, and equally astonished at every thing else he saw on shore. He was lost in silent admiration at the first

house he entered. What struck him most were the upright walls and flat ceilings, and he seemed as if puzzled to comprehend how they could be formed. The decorations of the rooms were, also, no small object of astonishment. He received several little trinkets, as presents, from some of the gentlemen there, who thought he would be pleased from their novelty. Among these was a string of large beads, the sight of which threw him into perfect extacy; he hugged them with a transport that the possessor of pearls, as large, could hardly have felt; he ran with eagerness to Captain Wilson to shew him his riches, and in the utmost agitation, that his family might have them, begged him immediately to get him a Chinese vessel to carry his treasures to Pelew and deliver them to the king, that he might distribute them as he thought best, and thereby see what a country the English had conveyed him to. He also told the captain, that if they faithfully executed their charge, independent of what they might receive from his father, he would himself, on their return, present them with one or two beads, as the reward of their fidelity.

From Macao, Captain Wilson went to Canton, where the Oroolong was sold for 700 Spanish dollars. There he had advantageous offers of commanding country-ships, which he declined, thinking it his duty to embrace the earliest opportunity, in person, to acquaint the East India Company with the fate of the Antelope, and the peculiar circumstances attending it.

The officers and men then dispersed, while the captain earnestly recommended that the whole should go to England, where he had no doubt the Company would, in some measure, recompense the

hardships they had sustained. He, along with Lee Boo, embarked in the Morse East Indiaman, then bound for England; where they arrived in safety on the 14th of July 1784.

This young prince, then only eighteen or nineteen years of age; interested all who beheld him; his natural untutored observations, nearly represented what an amiable, though uneducated mind, which has not been polished by artificial means, may be. He was extremely ardent to acquire whatever others could do, and to learn the use and meaning of all that he saw; but his sole bent and inclination seemed to be, that, on returning to Pelew, he might be able to point out what was for the benefit of his country. Notwithstanding the utmost care to prevent it, he unfortunately caught the small-pox, of which distemper he died five months, or little more, after his arrival in England. Captain Wilson behaved as a father to him, and he was considered by the rest of his family as one of themselves. The king of Pelew had testified strong resolution in thus parting with his son, and confiding him to strangers, whom shipwreck had so fortunately thrown on his shores. He told Captain Wilson that he was aware of the dangers and diseases to which he would be exposed, in visiting foreign countries; and as death was inevitable by all men, that he also might be cut off. But should that be the case, it should not deter him, or any of his country from visiting Pelew, where he should always rejoice to see them.

After this narrative of the shipwreck of the Antelope packet, and the fortunate preservation of a number of lives by the humanity and benevolence of a people either altogether unknown, or ranked

among the savages which inhabit the uncivilized parts of the globe, perhaps it may not be uninteresting to devote a few additional lines to some more recent transactions which have taken place with the natives of the Pelew Islands.

The directors of the East India Company having resolved to send out vessels to acquaint the king with the death of his son, orders were sent to Bombay to equip two for that purpose. Accordingly, the Panther and Endeavour sailed on the 24th of August 1790, having on board two officers who had been shipwrecked along with Captain Wilson. During the month of November the vessels were occupied in working up the south coast of Java, where they experienced much bad weather. The thunder and lightning were dreadful, many of the people on deck being deprived of sight for several minutes after a flash. On the first of January 1791, a peal of thunder broke just over the Panther; the lightning ran down the conductor in a stream of fire, and the concussion was so violent, and the ship shook in such a manner, that Captain M'Cluer, who commanded her, thought she had run a ground.

The southernmost of the Pelew Islands was in sight on the 21st, and, on the 22d, the vessels came to an anchor within two miles of the shore. Several canoes were seen, but they did not come near the ships, whence it was concluded they were either hostile to the king, or going express to inform him of the arrival of the English. In the evening a number of canoes were observed rowing very fast, and one of them had a great number of paddles: This was known to be the king's canoe. He received the account of his son's death with fortitude, saying, he never entertained any doubt of the goodness of the English, and Captain Wil-

son, who, he was sure, would cherish him. He was greatly disappointed at not seeing the captain, but appeared satisfied that he was alive and well, and promoted to the command of a much larger vessel than the Antelope. The two officers, Lieutenants Wedgeborough and White, were immediately recognized by the natives, and experienced the most affectionate reception from them.

Late in the preceding year the English learned that the king had conquered the island of Pelelew, when an obstinate engagement ensued, in which Raa Kook, Arra Kooker, the king's eldest son, and many old warriors, the friends of the crew of the Antelope, had been killed.

Mr Wedgeborough found the cove where the Oroolong had been built, now a perfect wilderness, being quite overgrown with underwood, except where the cocoa-nut trees stood, which had been planted by Raa Kook. These were very flourishing, though they had not yet produced any fruit. The inscription affixed to a tree had been taken away by the natives of Pelelew, and was one cause of the war that had just terminated.

A considerable quantity of live stock was landed for the purpose of breeding on the Pelew islands, where the only quadrupeds are rats, if the animal which we have supposed the flying-squirrel be excepted. These, it was afterwards understood, throve wonderfully well. The presents sent by the East India Company to the king, were conveyed ashore under a detachment of Sepoys and officers in uniform; and, after a repast, the packages containing them were opened. The effect which they had on the natives were wonderful; they did not utter a word, but only exclamations of astonishment. The part which consisted of

arms, the king immediately distributed to his principal chiefs, recommending that they should be kept clean, and fit for service, when wanted. Grindstones, shovels, saws, and the remaining packages of utensils were next landed, and presented to the king. When these were opened, and the different things exposed to view, and their uses explained to him, he was himself as much surprised as his subjects. He broke silence in about an hour, and, calling his chiefs and principal people round him, made a long harangue, wherein the name of the English was frequently repeated. He then distributed various articles with his own hands to several persons, apparently with a regard to their rank.

The king was perfectly at a loss how to express his gratitude to the English chiefs who had sent him these things. He asked why they sent so many things, when they knew that he had nothing to give in return; he said, that his country, if he could send it, would be inadequate to what was now before him. At length, being made perfectly to understand that no return was expected, and that these things were sent from England in acknowledgement for his great humanity and kindness to the shipwrecked crew of the Antelope, he replied, that his services were very trifling, for their situation at a distance at Oroolong prevented him from aiding them as he desired.

Captain M'Cluer, having resolved to make a survey of the Pelew Islands, one of the vessels, the Panther, was to proceed to China, and the Endeavour, commanded by Captain John Procter, to remain. By this means the natives were to be instructed in the use of the tools and implements of husbandry that they had received.

Seeds of different sorts were sown on the 8th of February, in the places already fitted to receive them, and a large piece of ground was prepared for another plantation; but the badness of the weather prevented the progress of the work from being so quick as could have been wished.

The Panther, which had carried four of the natives to China, three of whom survived, returned with them, more impressed in favour of the English than the Chinese. A few days after her arrival, the king solicited the captain's assistance against his enemies of Artingall, to which he acceded. The long-boat was therefore made ready, with a six-pounder, two swivels, a musquetoor, and ten men with small arms Lieutenant Wedgeborough, Mr Nicholson the surgeon, and twenty Sepoys, also embarked.

On the arrival of the hostile army at Artingall, a messenger was sent by the king of Pelew to offer terms of accommodation, which, after a considerable delay, were brought to a close, the enemy being chiefly intimidated by the sight of the English allies, and the report of their fire arms. There the English, when an amicable settlement was made, played off some rockets and fire-works, to the great amazement of the inhabitants of Artingall, and the enjoyment of their friends; and an opportunity was taken to make presents of beads and other things, to shew that they did not come as natural enemies. The king of Pelew was in future acknowledged the undoubted sovereign of all the neighbouring islands.

The English vessels were next employed in a survey of the coast of New Guinea, in their way to which they touched at Amboyna; sailed to the coast of New Holland, and thence to the island of

Timor. Mr Nicholson was unfortunately killed by the natives of New Guinea, in the course of the voyage, and two of three Pelew passengers died during its continuance.

In January 1793 the two ships arrived at Pelew, where they learnt the melancholy tidings of the death of the humane and beneficent king, Abba Thulle, which had taken place about three months after their departure.

In this same month Captain Procter was dispatched to China with the Endeavour, where he joined the Earl of Macartney's embassy to the court of Pekin. In February Captain M'Cluer came to the extraordinary resolution of resigning the command of his ship, and spending the remainder of his days on the Pelew Islands. He was accordingly left there with a quantity of arms, utensils, and other conveniences, and the Panther having sailed on the 14th of February, arrived on the 17th of August 1793, at Bombay, after an absence of nearly three years.

Captain M'Cluer, however, seems to have tired of his situation on the islands, and unexpectedly appeared at Bombay in June 1794. He had embarked in his boat, along with three Malay men, and two slaves of his own, intending to go to the island of Ternate. When he got to the southward of the Pelew Islands he altered his design, and determined to proceed to China through the Bernardine passage. Therefore, taking in a stock of provisions at Pellelew, he reached the Bashee Islands in ten days. He met very bad weather in crossing the Chinese sea, but arrived at Macao without any accident. He had no food but cocoa-nuts and water, nor any instrument or map to guide him except a single chart of Captain Wilson's. When

his health was established, Captain M'Cluer determined to return to the Pelew Islands, where he had a son and some property, meaning to bring them away. He arrived, and embarked the whole, with several natives of both sexes, and, in his voyage towards Bombay, touched at Bencoolen. He from thence sent six of the Pelew women to that port in another vessel, and was then proceeding in his own vessel with the other natives. But neither he nor they were ever heard of more.

In the year 1797, Captain Wilson, on arriving at Bombay, was informed that three of the women still survived, and, in consequence of no hopes being entertained of Captain M'Cluer's return, it was determined to send them home. This was considered an act of justice, as also to bring away several Chinese who had been left on the islands.

A small vessel was prepared, and entrusted to the command of Lieutenant Snook, who, after a tedious voyage, arrived at the Pelew Islands in 1798. The inhabitants were greatly rejoiced at the arrival of the vessel, and highly pleased at the return of their countrywomen. They behaved with their wonted friendship and kindness.

The vessel being refitted, Lieutenant Snook took the Chinese on board, and returned to Bombay.

More recently, Captain Nathaniel Tucker, sailing with dispatches from Bombay to China, touched at the Pelew Islands in February 1802. Four canoes came off to him, in one of which was an Englishman. He and three more Europeans belonging to a country ship, which had gone to Port Jackson, were put on shore to collect beech de mer, tortoise-shell, sharks fins, and other articles for the China market. He was then to return and

take them on board. This was the fourth time he had been left ashore on a similar employment, and always experienced the most friendly and hospitable attention.

The inhabitants were very solicitous that Captain Tucker should anchor within the reefs with which these islands are surrounded, but the service he was on requiring expedition, he was unable to gratify them, and was obliged to make sail without farther communication.

Captain Wilson was afterwards appointed to the command of the Warley East Indiaman, and he had again an opportunity of distinguishing himself in the course of the present war in a different manner. A French squadron under Admiral Linois, having attacked a fleet of British Indiamen commanded by Captain Nathaniel Dance, was repulsed with considerable loss, and the fleet preserved. Captain Dance was knighted for his conduct on the occasion, and Captain Wilson, who was second in command, received various testimonies of public approbation. A sword, to the value of L. 50, was voted to him by the East India Company, and the like reward by the Patriotic Society. Captain Wilson had retired from the service of late years, and died near London in May 1810.

LOSS OF THE HALSEWELL

EAST INDIAMAN, ON THE COAST OF ENGLAND, 1786.

THE catastrophe which is now about to be related made a deep impression on the public mind. The circumstances attending it were too aggravating not to excite the highest degree of commiseration, whether from the flattering prospects held forth in the outset of the voyage, or from a peculiar feeling towards the condition of the sufferers.

The Halsewell East Indiaman, of 758 tons burden, commanded by Captain Richard Pierce, was taken up by the directors of the East India Company to make her third voyage to Coast and Bay. On the 16th of November 1785 she fell down to Gravesend, where she completed her lading. Ladies and other passengers being taken on board at the Hope, she sailed through the Downs on Sunday the 1st of January 1786; and, when abreast of Dunnose next morning, the weather fell calm.

This was one of the finest ships in the service, and judged to be in the most perfect condition for her voyage. Her commander was of distinguished ability and exemplary character; his officers of approved fidelity and unquestionable knowledge in their profession, and the crew not only as numerous as the East India establishment admits,

but the best seamen that could be collected. To these were added a considerable body of soldiers, destined to recruit the forces of the East India Company in Asia.

The passengers were seven ladies, two of whom were daughters to the captain, and other two his relations. Miss Elisabeth Blackburne, daughter of Captain Blackburne; Miss Mary Haggard, sister to an officer on the Madras establishment, and Miss Anne Mansell, a child of European parents residing in Madras, returning from her education in England. There was also Mr John George Schutz, returning to collect part of his fortune, which he had left behind him in India.

The ladies were equally distinguished by their beauty and accomplishments; the gentlemen of amiable manners, and of a highly respectable character. Mr Burston, the chief mate, was also related to Captain Pierce's lady, and the whole formed a happy society united in friendship. Nothing could be more pleasing or encouraging than the outset of the voyage.

On Monday the 2d of January, a breeze from the south sprung up at three in the afternoon, when the ship ran in shore to land the pilot. Very thick weather coming on in the evening, and the wind baffling, she was obliged to anchor, at nine o'clock, in eighteen fathom water. The topsails were furled, but the people could not furl the courses, the snow falling thick, and freezing as it fell.

Next morning at four a strong gale came on from east-north-east, and the ship driving, they were obliged to cut the cables and run out to sea. At noon they spoke with a brig bound to Dublin, and, having put the pilot on board of her, im-

mediately bore down channel. The wind freshening at eight in the evening, and coming round to the southward, such sails were reefed as were judged necessary. It blew a violent gale at ten o'clock from the south, whence they were obliged to carry a press of sail to keep the ship off shore. In doing this, the hawse-plugs, which, according to a late improvement, were put inside, were washed in, and the hawse-bags washed away, in consequence of which the vessel shipped a large quantity of water on the gun-deck.

On sounding the well, and finding the ship had sprung a leak, and now had five feet water in the hold, the people clewed up the main-topsail, hauled up the mainsail, and immediately endeavoured to furl both, but could not effect it. On discovering the leak all the pumps were set to work.

At two in the morning of Wednesday the fourth, they tried to wear the ship, but without success, and, judging it necessary to cut away the mizen-mast, this was immediately done, when another attempt made to wear was equally fruitless as the former. The ship now had seven feet water in the hold, which was gaining fast on the pumps; therefore, for her preservation, it was considered expedient to cut away the mainmast, as she appeared to be in immediate danger of foundering.

In the fall of the mast, Jonathan Moreton, coxswain, and four men, were either drawn along with the wreck, or fell overboard and were drowned. By eight in the morning the wreck was cleared, and the ship got before the wind, in which position she was kept two hours. Meantime the pumps reduced the water in the hold two feet, and the ship's head was brought to the eastward with the foresail only.

At ten in the morning the wind abated considerably, but the ship labouring extremely, rolled the fore-topmast over on the larboard side, and, in the fall, the wreck went through the foresail, tearing it to pieces. At eleven the wind came to the westward, and the weather clearing up, the Berry-head was distinguishable, bearing north and by east, distant four or five leagues. Another foresail was now immediately bent, a jury-mainmast erected, and a top-gallant-sail set for a mainsail, under which sail Captain Pierce bore up for Portsmouth, and employed the remainder of the day in getting up a jury-mizen-mast.

At two next morning, the wind came to the southward, blowing fresh, the weather being very thick. Portland was seen at noon, bearing north and by east, distant two or three leagues. At eight at night, it blew a strong gale at south, at which time the Portland lights were seen, bearing north-west, distant four or five leagues. The ship was then wore, and her head got round to the westward; but finding she lost ground on that tack, the captain wore her again, and kept stretching on to the eastward, in hopes to have weathered Peverel Point, in which case he intended to have anchored in Studland Bay. It cleared at eleven at night, and St Alban's Head was seen a mile and a half to leeward, on which, sail was instantly taken in, and the small bower anchor let go, which brought up the ship at a whole cable. She rode for about an hour, but then drove; the sheet anchor was now let go, and a whole cable wore away, and the ship rode for about two hours longer, when she drove again.

While in this situation, the captain sent for Mr Henry Meriton, the second mate, and asked his

opinion as to the probability of saving the lives of those on board; to which he replied, with equal calmness and candour, that he apprehended there was very little hope of it, as the ship was driving fast on shore, and might every moment be expected to strike. The boats were then mentioned, but it was agreed, that although at that time they could be of very little use, yet in case an opportunity of making them serviceable should present itself, it was proposed that the officers should be confidentially requested to reserve the long-boat for the ladies and themselves; and this precaution was immediately taken.

About two in the morning of Friday the sixth of January, the ship still driving, and approaching very fast to the shore, the same officer went again into the cuddy, where the captain then was. Another conversation taking place, Captain Pierce expressed extreme anxiety for the preservation of his beloved daughters, and earnestly asked the officer if he could devise any method of saving them. On his answering with great concern, that he feared it would be impossible, but that their only chance would be to wait for morning, the captain lifted up his hands in silent and distressful ejaculation.

At this dreadful moment, the ship struck, with such violence as to dash the heads of those standing in the cuddy against the deck above them, and the shock was accompanied by a shriek of horror that burst at one instant from every quarter of the ship.

Many of the seamen, who had been remarkably inattentive and remiss in their duty during great part of the storm, now poured upon deck, where no exertions of the officers could keep them, while

their assistance might have been useful. They had actually skulked in their hammocks, leaving the working of the pumps and other necessary labours to the officers of the ship, and the soldiers, who had made uncommon exertions. Roused by a sense of their danger, the same seamen, at this moment, in frantic exclamations, demanded of heaven and their fellow-sufferers, that succour which their own efforts timely made might possibly have procured.

The ship continued to beat on the rocks, and soon bilging, fell with her broadside towards the shore. When she struck, a number of the men climbed up the ensign-staff, under an apprehension of her immediately going to pieces.

Mr Meriton, the second mate, at this crisis offered to these unhappy beings the best advice which could be given; he recommended that all should come to the side of the ship lying lowest on the rocks, and singly to take the opportunities which might then offer, of escaping to the shore.

Having thus provided, to the utmost of his power, for the safety of the desponding crew, he returned to the round-house, where, by this time, all the passengers, and most of the officers had assembled. The latter were employed in offering consolation to the unfortunate ladies, and with unparalleled magnanimity, suffering their compassion for the fair and amiable companions of their misfortunes, to prevail over the sense of their own danger.

In this charitable work of comfort, Mr Meriton now joined, by assurances of his opinion, that the ship would hold together till the morning, when all would be safe. Captain Pierce observing one of the young gentlemen loud in his exclamations

of terror, and frequently cry that the ship was parting, cheerfully bid him be quiet, remarking, that though the ship should go to pieces, he would not, but would be safe enough.

It is difficult to convey a correct idea of the scene of this deplorable catastrophe, without describing the place where it happened.

The Halsewell struck on the rocks near Seacombe, on the island of Purbeck, between Peverel Point and St Alban's Head, at a part of the shore where the cliff is of vast height, and rises almost perpendicular from its base. But at this particular spot, the foot of the cliff is excavated into a cavern of ten or twelve yards in depth, and of breadth equal to the length of a large ship. The sides of the cavern are so nearly upright, as to be of extremely difficult access; and the bottom is strewed with sharp and uneven rocks, which seem, by some convulsion of the earth, to have been detached from its roof.

The ship lay with her broadside opposite to the mouth of this cavern, with her whole length stretched almost from side to side of it. But when she struck, it was too dark for the unfortunate persons on board to discover the real magnitude of their danger, and the extreme horror of such a situation. Even Mr Meriton entertained a hope that she might keep together till day-light; and endeavoured to cheer his drooping friends, and in particular the unhappy ladies, with this comfortable expectation, as an answer to the captain's inquiries what he thought of their condition.

In addition to the company already in the roundhouse, they had admitted three black women and two soldiers' wives, who, with the husband of one of them, had been allowed to come in, though the

seamen, who had tumultuously demanded entrance to get the lights, had been opposed and kept out by Mr Rogers and Mr Brimer, the third and fifth mates. The numbers there were therefore now increased to near fifty. Captain Pierce sat on a chair, a cot, or some other moveable, with a daughter on each side, whom he alternately pressed to his affectionate breast. The rest of the melancholy assembly were seated on the deck, which was strewed with musical instruments, and the wreck of furniture and other articles.

Here also Mr Meriton, after having cut several wax-candles in pieces and stuck them up in various parts of the round-house, and lighted up all the glass lanthorns he could find, took his seat, intending to wait the approach of dawn; and then assist the partners of his danger to escape. But observing that the poor ladies appeared parched and exhausted, he brought a basket of oranges and prevailed on some of them to refresh themselves by sucking a little of the juice. At this time they were all tolerably composed, except Miss Mansel, who was in hysteric fits, on the floor of the deck of the round-house.

But on Mr Meriton's return to the company, he perceived a considerable alteration in the appearance of the ship; the sides were visibly giving way; the deck seemed to be lifting, and he discovered other strong indications that she could not hold much longer together. On this account, he attempted to go forward to look out, but immediately saw that the ship had separated in the middle, and that the fore-part having changed its position, lay rather further out towards the sea. In such an emergency, when the next moment might plunge him into eternity, he determined to seize

the present opportunity, and follow the example of the crew and the soldiers, who were now quitting the ship in numbers, and making their way to the shore, though quite ignorant of its nature and description.

Among other expedients, the ensign-staff had been unshipped, and attempted to be laid between the ship's side and some of the rocks, but without success, for it snapped asunder before it reached them. However, by the light of a lanthorn which a seaman handed through the sky-light of the round-house to the deck, Mr Meriton discovered a spar which appeared to be laid from the ship's side to the rocks, and on this spar he resolved to attempt his escape.

Accordingly lying down upon it, he thrust himself forward; however, he soon found that it had no communication with the rock; he reached the end of it and then slipped off, receiving a very violent bruise in his fall, and before he could recover his legs, he was washed off by the surge. He now supported himself by swimming, until a returning wave dashed him against the back part of the cavern. Here he laid hold of a small projection in the rock, but was so much benumbed that he was on the point of quitting it, when a seaman, who had already gained a footing, extended his hand, and assisted him until he could secure himself a little on the rock; from which he clambered on a shelf still higher, and out of the reach of the surf.

Mr Rogers, the third mate, remained with the captain, and the unfortunate ladies and their companions, nearly twenty minutes after Mr Meriton had quitted the ship. Soon after the latter left the round-house, the captain asked what was become

of him, to which Mr Rogers replied, that he was gone on deck to see what could be done. After this, a heavy sea breaking over the ship, the ladies exclaimed, "Oh poor Meriton! he is drowned! had he staid with us he would have been safe!" and they all, particularly Miss Mary Pierce, expressed great concern at the apprehension of his loss. On this occasion Mr Rogers offered to go and call in Mr Meriton, but it was opposed by the ladies, from an apprehension that he might share the same fate.

The sea was now breaking in at the fore part of the ship, and reached as far as the main-mast. Captain Pierce gave Mr Rogers a nod, and they took a lamp and went together into the stern-gallery, where, after viewing the rocks for some time, Captain Pierce asked Mr Rogers if he thought there was any possibility of saving the girls; to which he replied, he feared there was none; for they could only discover the black face of the perpendicular rock, and not the cavern which afforded shelter to those who escaped. They then returned to the round-house, where Mr Rogers hung up the lamp, and Captain Pierce sat down between his two daughters, struggling to suppress the parental tear which burst into his eye.

The sea continuing to break in very fast, Mr Macmanus, a midshipman, and Mr Schutz, asked Mr Rogers what they could do to escape. "Follow me," he replied, and they all went into the stern-gallery, and from thence to the upper-quarter-gallery on the poop. While there, a very heavy sea fell on board and the round-house gave way; Mr Rogers heard the ladies shriek at intervals, as if the water reached them; the noise of the sea, at other times, drowning their voices.

Mr Brimer had followed him to the poop, where they remained together about five minutes, when on the breaking of this heavy sea, they jointly seized a hen-coop. The same wave which proved fatal to some of those below, carried him and his companion to the rock, on which they were violently dashed and miserably bruised.

Here on the rock were twenty-seven men, but it now being low-water, and as they were convinced that on the flowing of the tide all must be washed off, many attempted to get to the back or the sides of the cavern, beyond the reach of the returning sea. Scarcely more than six, besides Mr Rogers and Mr Brimer, succeeded; of the others, some shared the fate which they had apprehended, and others perished in their efforts to get into the cavern. Mr Rogers and Mr Brimer both reached it, however, and scrambled up the rock, on narrow shelves of which they fixed themselves. Mr Rogers got so near his friend, Mr Meriton, as to exchange mutual congratulations with him. A warm friendship, indeed, subsisted between these two gentlemen; they had made a long and painful voyage together, in another Indiaman, where they survived an uncommon mortality by which the crew were visited. They returned to England, and an interval of only twenty-five days elapsed, before they again embarked in the Halsewell.

Mr Rogers, on gaining this station, was so nearly exhausted, that had his exertions been protracted only a few minutes longer, he must have sunk under them. He was now prevented from joining Mr Meriton, by at least twenty men between them, none of whom could move, without the imminent peril of his life.

They found that a very considerable number of the crew, seamen, and soldiers; and some petty officers, were in the same situation as themselves, though many who had reached the rocks below, perished in attempting to ascend. They could yet discern some part of the ship, and in their dreary station solaced themselves with the hopes of its remaining entire until day-break; for in the midst of their own distress, the sufferings of the females on board affected them with the most poignant anguish; and every sea that broke, inspired them with terror for their safety.

But, alas, their apprehensions were too soon realized! Within a very few minutes of the time that Mr Rogers gained the rock, an universal shriek, which long vibrated in their ears, in which the voice of female distress was lamentably distinguished, announced the dreadful catastrophe. In a few moments all was hushed, except the roaring of the winds and the dashing of the waves; the wreck was buried in the deep, and not an atom of it was ever afterwards seen.

The shock which this gave to the trembling wretches in the cavern, was awful. Though themselves hardly rescued from the sea, and still surrounded by impending dangers, they wept for the destiny of their unhappy companions. But this was not all. Many who had gained a precarious station, weakened with injuries, benumbed and battered by the tempest, forsook their hold-fasts, and, tumbling on the rocks below, perished beneath the feet of their miserable associates. Their dying groans and exclamations for pity, only tended to awaken more painful apprehensions, and increase the terror of the survivors.

At length after three hours, which appeared so

many ages, day broke, but instead of bringing relief to the sufferers, it only served to disclose the horrors of their situation. They now found, that had the country been alarmed by the guns of distress which they had continued to fire for many hours before the ship struck, but which were not heard, owing to the violence of the storm, they could neither be observed by the people from above, nor could any boat live below. They were completely overhung by the cliff, so that no ropes let down could reach them; nor did any part of the wreck remain as a guide to their retreat.

The only prospect of saving themselves, was to creep along the side of the cavern to its outward extremity, and on a ledge, scarcely as broad as a man's hand, to turn the corner, and endeavour to clamber up a precipice, almost perpendicular, and nearly 200 feet high from the bottom.—And in this desperate effort some did succeed, while others trembling with fear, and exhausted by the preceding conflict, lost their footing and perished in the attempt.

The first who gained the top, were the cook and James Thompson, a quarter-master; the moment they reached it, they hastened to the nearest house and made known the condition of their comrades. This was Eastington, the habitation of Mr Garland, steward to the proprietors of the Purbeck quarries. He immediately collected the workmen, and procuring ropes with all possible dispatch, made the most humane and zealous exertions for the relief of the surviving people.

Mr Meriton made a similar attempt to that of the two others, and almost reached the edge of the precipice. A soldier who preceded him had his feet on a small projecting rock or stone on

which also Mr Meriton had fastened his hands to aid his progress. At this critical moment the quarrymen arrived, and seeing a man so nearly within their reach, they dropped a rope to him, of which he immediately laid hold; and in a vigorous effort to avail himself of this advantage, loosened the stone on which he stood, and which supported Mr Meriton. It giving way, Mr Meriton must have been precipitated to the bottom, had not a rope at that instant providentially been lowered to him, which he seized, when absolutely in the act of falling, and was safely drawn to the summit.

But the fate of Mr Brimer was peculiarly severe. Only nine days before the ship sailed, he had been married to a beautiful young lady, the daughter of Captain Norman of the royal navy, in which service he was a lieutenant, and now on a visit to an uncle at Madras; after getting ashore with Mr Rogers and up the side of the cavern, he remained until morning, when he crawled out. A rope being thrown to him, he was either so benumbed with cold as to fasten it insecurely about his body, or from some other cause or agitation, to neglect doing it completely; at the moment when about to be rescued from his perilous stand, he fell and was dashed to pieces in the presence of his companions.

More assistance was obtained as the day advanced; and as the efforts of the survivors permitted, they crawled to the extremities of the cavern and presented themselves to their preservers above, who stood prepared to assist them. The means of doing so, was by two men boldly approaching the very brink of the precipice, a rope being tied round them and fastened to a strong iron bar fixed

in the ground; behind them were two more, the like number farther back, and so on. A strong rope also properly secured, passed round them, by which they might hold, and preserve themselves from falling. They then let down a rope with a noose ready made, below to the cavern, and the wind blowing hard, it was in some instances forced under the projecting rock, sufficiently for the sufferers to reach it, without creeping out. Whoever caught it, put the noose round his body, and was drawn up. The distance from the top of the rock to the cavern, was at least an hundred feet, and the rock projected about eight; ten feet formed a declivity to the edge, and the rest was perpendicular.

Many, however, in attempting to secure themselves, shared the fate of Mr Brimer, and unable, from weakness or perturbation, to benefit by the assistance offered from above, they were at last precipitated from the cliff, and were either dashed to pieces on the rocks below, or perished in the waves. Among those unhappy sufferers, was one who being washed off the rock, or falling into the sea, was carried out by the return of the waves beyond the breakers, within which his utmost efforts could never again bring him, but he was always further withdrawn by the sea. He swam remarkably well, and continued to struggle in sight of his companions, until his strength being exhausted, he sunk to rise no more.

It was late in the day before all the survivors gained the land; one indeed, a soldier, remained in this precarious station until the morning of Saturday the 7th of January; exposed to the utmost danger and distress. When the officers, seamen, and soldiers, were mustered at the house of Mr

Garland, they were found to amount to seventy-four; and these were the only persons saved out of rather more than two hundred and forty, that were on board when the ship sailed through the Downs, including the passengers. It was supposed that above fifty of the remainder reached the rocks, but were then washed off or fell from the cliffs; and that fifty, or more, sunk with the captain and the ladies, in the round-house, when the after-part went to pieces. An accurate account of the whole numbers in the ship could never be obtained, as the last returns dispatched from her did not arrive.

The whole who reached the summit of the rock survived, excepting two or three who were supposed to have expired while drawing up, and a black who died soon afterwards; though many were severely bruised.

Mr Meriton and Mr Rogers having been supplied with the necessary means of making their journey by Mr Garland, set off for London to carry the tidings of this disaster to the India House, where they arrived at noon, on Sunday the 8th. On the way, they acquainted the magistrates of the towns through which they passed, that a number of ship-wrecked seamen would soon be on the road to the metropolis. This they did to avert any suspicions of their travelling for some other intent. It is truly deserving of commemoration, that the master of the Crown-Inn at Blandford, Dorsetshire, not only sent for all the distressed seamen to his house, where he liberally refreshed them, but presented each with half a crown on his departure.

By this unfortunate shipwreck, all the passengers perished. The ladies were peculiarly endowed with beauty and accomplishments. The cap-

tain was a man of distinguished worth; humane and generous. He left, besides those two daughters who suffered along with him, six other children and a widow to deplore his loss. Most of the officers also perished; one of them, Mr Thomas Jeane, a midshipman, who was under the immediate care of Captain Pierce, after gaining the rock, was swept off by the waves. Swimming well, he again reached it; but unable to support the weakness which assailed him, and the beating of the storm, he yielded his hold and perished in the sea.

DANGEROUS VOYAGE

BY CAPTAIN BLIGH, IN AN OPEN BOAT, FROM TOFOA TO TIMOR, 1789.

FORMER navigators having discovered a prolific and salutary vegetable in the South Sea Islands, which was used by the natives instead of bread, it occurred to the merchants and others interested in our West India possessions, that the introduction of it on their property would be extremely beneficial. The nature of the climate and the strength of the plant seemed to promise luxuriant fruit, and, from various observations made in different voyages, there appeared to be little doubt that its cultivation in the West Indies would be attended with success.

A representation to this effect being presented by the merchants and planters to his majesty, he was pleased to order a vessel to be purposely fitted out and equipped for that specific service. The Bounty armed transport of 215 tons, commanded by Lieutenant Bligh, was put in commission, and sailed from Spithead on the 23d of December 1787. She carried four four-pounders and ten swivels, and was manned by a ship's company of forty-four in whole, including officers; and two gardeners were sent out in addition, to take care of the

plants. She was stored and victualled for eighteen months, and a quantity of iron-work and trinkets put on board to facilitate an intercourse with the natives.

According to Lieutenant Bligh's instructions, he was to proceed, with all expedition, round Cape Horn to the Society Islands in the South Sea, and there having taken in a sufficient quantity of *bread-fruit* plants, to proceed through Endeavour Straits to Prince's Island in the Straits of Sunda, or to the island of Java, as should prove most convenient. Thence he was directed to proceed round the Cape of Good Hope to the West Indies, and deposit one half of the plants in his majesty's garden at St Vincent, for the benefit of the Windward Islands, and then, sailing to Jamaica, to leave the remainder there.

Lieutenant Bligh, however, conceiving that it might be too late in the season for doubling Cape Horn, received a discretionary power to proceed to Otaheite, round the Cape of Good Hope. We shall proceed to narrate the singular events of the voyage in this officer's own words.

"On the 27th December it blew a severe storm of wind from the eastward, in the course of which we suffered greatly. One sea broke away the spare yards and spars out of the starboard main-chains; another broke into the ship and stove all the boats. Several casks of beer that had been lashed on deck broke loose, and were washed overboard; and it was not without great risk and difficulty that we were able to secure the boats from being washed away entirely. A great quantity of our bread was also damaged, and rendered useless, for the sea had stove in our stern, and filled the cabin with water.

On the 5th of January 1788 we saw the island of Teneriffe about twelve leagues distant, and next day, being Sunday, came to an anchor in the road of Santa Cruz. There we took in the necessary supplies, and, having finished our business, sailed on the 10th.

I now divided the people into three watches, and gave the charge of the third watch to Mr Fletcher Christian, one of the mates. I have always considered this a desirable regulation when circumstances will admit of it, and I am persuaded, that unbroken rest not only contributes much towards the health of a ship's company, but enables them more readily to exert themselves in cases of sudden emergency.

As I wished to proceed to Otaheite without stopping, I reduced the allowance of bread to two-thirds, and caused the water for drinking be filtered through drip-stones, bought at Teneriffe for that purpose. I now acquainted the ship's company of the object of the voyage, and gave assurances of certain promotion to every one whose endeavours should merit it.

On Tuesday the 26th of February, being in south latitude 29° 38', and 44° 44' west longitude, we bent new sails, and made other necessary preparations for encountering the weather that was to be expected in a high latitude. Our distance from the coast of Brasil was about 100 leagues.

On the forenoon of Sunday the 2d of March, after seeing that every person was clean, divine service was performed, according to my usual custom on this day. I gave to Mr Fletcher Christian, whom I had before directed to take charge of the third watch, a written order to act as lieutenant.

The change of temperature soon began to be

sensibly felt, and, that the people might not suffer from their own negligence, I supplied them with thicker clothing, as better suited to the climate. A great number of whales of an immense size, with two spout holes on the back of the head, were seen on the 11th.

On a complaint made to me by the master, I found it necessary to punish Matthew Quintal, one of the seamen, with two dozen of lashes, for insolence and mutinous behaviour, which was the first time that there was any occasion for punishment on board.

We were off Cape St Diego, the eastern part of the Terra de Fuego, and the wind being unfavourable, I thought it more advisable to go round to the eastward of Staten-land, than to attempt passing through Straits le Maire. We passed New Year's Harbour and Cape St John, and, on Monday the 31st, were in latitude 60° 1′ south. But the wind became variable, and we had bad weather.

Storms, attended with a great sea, prevailed until the 12th of April. The ship began to leak, and required pumping every hour, which was no more than we had reason to expect from such a continuance of gales of wind and high seas. The decks also became so leaky, that it was necessary to allot the great-cabin, of which I made little use except in fine weather, to those people who had not births to hang their hammocks in, and, by this means, the space between decks was less crowded.

With all this bad weather, we had the additional mortification to find, at the end of every day, that we were losing ground; for, notwithstanding our utmost exertions, and keeping on the most advantageous tacks, we did little better than drift be-

fore the wind. On Tuesday the 22d of April, we had eight down on the sick list, and the rest of the people, though in good health, were greatly fatigued; but I saw, with much concern, that it was impossible to make a passage this way to the Society Islands, for we had now been thirty days in a tempestuous ocean. Thus the season was too far advanced for us to expect better weather to enable us to double Cape Horn; and, from these and other considerations, I ordered the helm to be put a-weather, and bore away for the Cape of Good Hope, to the great joy of every one on board.

We came to an anchor on Friday the 23d May, in Simon's Bay at the Cape, after a tolerable run. The ship required complete caulking, for she had become so leaky, that we were obliged to pump hourly in our passage from Cape Horn. The sails and rigging also required repair, and, on examining the provisions, a considerable quantity was found damaged.

Having remained thirty-eight days at this place, and my people having received all the advantage that could be derived from the refreshments of every kind that could be met with, we sailed on the first of July.

A gale of wind blew on the 20th, with a high sea; it increased after noon with such violence, that the ship was driven almost forecastle under before we could get the sails clewed up. The lower-yards were lowered, and the top-gallant-mast got down upon deck, which relieved her much. We lay to all night, and in the morning bore away under a reefed-foresail. The sea still running high, in the afternoon it became very unsafe to stand on; we therefore lay to all night, without any accident, excepting that a man at the

steerage was thrown over the wheel and much bruised. Towards noon the violence of the storm abated, and we again bore away under the reefed-foresail.

In a few days we passed the Island of St Paul, where there is good fresh water, as I was informed by a Dutch captain, and also a hot spring, which boils fish as completely as if done by a fire. Approaching to Van Diemen's land, we had much bad weather, with snow and hail, but nothing was seen to indicate our vicinity on the 13th of August, except a seal, which appeared at the distance of twenty leagues from it. We anchored in Adventure Bay on Wednesday the 20th.

In our passage hither from the Cape of Good Hope, the winds were chiefly from the westward, with very boisterous weather. The approach of strong southerly winds is announced by many birds of the albatross or peterel tribe, and the abatement of the gale, or a shift of wind to the northward, by their keeping away. The thermometer also varies five or six degrees in its height, when a change of these winds may be expected.

In the land surrounding Adventure Bay are many forest trees one hundred and fifty feet high; we saw one which measured above thirty-three feet in girth. We observed several eagles, some beautiful blue-plumaged herons, and parroquets in great variety.

The natives not appearing, we went in search of them towards Cape Frederic Henry. Soon after, coming to a grapnel close to the shore, for it was impossible to land, we heard their voices, like the cackling of geese, and twenty persons came out of the woods. We threw trinkets ashore,

tied up in parcels, which they would not open out until I made an appearance of leaving them; they then did so, and, taking the articles out, put them on their heads. On first coming in sight they made a prodigious clattering in their speech, and held their arms over their heads. They spoke so quick that it was impossible to catch one single word they uttered. Their colour is of a dull black; their skin scarified about the breast and shoulders. One was distinguished by his body being coloured with red ochre, but all the others were painted black, with a kind of soot, so thick laid over their faces and shoulders, that it was difficult to ascertain what they were like.

On Thursday, the 4th of September, we sailed out of Adventure Bay, steering first towards the east-south-east, and then to the northward of east, when, on the 19th, we came in sight of a cluster of small rocky islands, which I named Bounty Isles. Soon afterwards we frequently observed the sea, in the night-time, to be covered by luminous spots, caused by amazing quantities of small blubbers, or medusæ, which emit a light, like the blaze of a candle, from the strings or filaments extending from them, while the rest of the body continues perfectly dark.

We discovered the Island of Otaheite on the 25th, and, before casting anchor next morning in Matavai Bay, such numbers of canoes had come off, that, after the natives ascertained we were friends, they came on board, and crowded the deck so much, that in ten minutes I could scarce find my own people. The whole distance which the ship had run, in direct and contrary courses, from the time of leaving England until reaching Otaheite, was twenty-seven thousand and eighty-six miles, which,

on an average, was one hundred and eight miles each twenty-four hours.

Here we lost our surgeon on the 9th of December. Of late he had scarcely ever stirred out of the cabin, though not apprehended to be in a dangerous state. Nevertheless, appearing worse than usual in the evening, he was removed where he could obtain more air, but without any benefit, for he died in an hour afterwards. This unfortunate man drank very hard, and was so averse to exercise, that he would never be prevailed on to take half a dozen turns on deck at a time during all the course of the voyage. He was buried on shore.

On Monday the 5th of January, the small cutter was missed, of which I was immediately apprised. The ships company being mustered, we found three men absent, who had carried it off. They had taken with them eight stand of arms and ammunition, but with regard to their plan, every one on board seemed to be quite ignorant. I therefore went on shore, and engaged all the chiefs to assist in recovering both the boat and the deserters. Accordingly, the former was brought back in the course of the day, by five of the natives; but the men were not taken until nearly three weeks afterwards. Learning the place where they were, in a different quarter of the island of Otaheite, I went thither in the cutter, thinking there would be no great difficulty in securing them with the assistance of the natives. However, they heard of my arrival, and when I was near a house in which they were, they came out wanting their fire-arms, and delivered themselves up. Some of the chiefs had formerly seized, and bound these deserters; but had been prevailed on, by fair promises of returning peaceably to the ship, to release them. But finding an opportunity

again to get possession of their arms, they set the natives at defiance.

The object of the voyage being now completed, all the bread-fruit plants, to the number of one thousand and fifteen, were got on board, on Tuesday the thirty-first of March. Besides these, we had collected many other plants, some of them bearing the finest fruit in the world; and valuable from affording brilliant dyes, and for various properties besides. At sunset of the fourth of April, we made sail from Otaheite, bidding farewell to an island, where for twenty-three weeks we had been treated with the utmost affection and regard, and which seemed to increase in proportion to our stay. That we were not insensible of their kindness, the succeeding circumstances sufficiently proved; for to the friendly and endearing behaviour of these people, may be ascribed the motives inciting an event that effected the ruin of our expedition, which there was every reason to believe would have been attended with the most favourable issue.

Next morning we got sight of the island Huaheine; and a double canoe soon coming alongside, containing ten natives, I saw among them a young man who recollected me, and called me by my name. I had been here in the year 1780, with Captain Cook, in the Resolution. A few days after sailing from this island, the weather became squally, and a thick body of black clouds collected in the east. A water-spout was in a short time seen at no great distance from us, which appeared to great advantage from the darkness of the clouds behind it. As nearly as I could judge, the upper part was about two feet in diameter, and the lower about eight inches. Scarcely had I made these remarks, when I observed that it was rapidly advan-

cing towards the ship. We immediately altered our course, and took in all the sails, except the foresail, soon after which it passed within ten yards of the stern, with a rustling noise, but without our feeling the least effect from it being so near. It seemed to be travelling at the rate of about ten miles an hour, in the direction of the wind; and it dispersed in a quarter of an hour after passing us. It is impossible to say what injury we should have received, had it passed directly over us. Masts, I imagine, might have been carried away, but I do not apprehend that it would have endangered the loss of the ship.

Passing several islands on the way, we anchored at Annamooka, on the twenty-third of April; and an old lame man called Tepa, whom I had known here in 1777, and immediately recollected, came on board, along with others, from different islands in the vicinity. They were desirous to see the ship, and on being taken below, where the bread-fruit plants were arranged, they testified great surprise. A few of these being decayed, we went on shore to procure some in their place.

The natives exhibited numerous marks of the peculiar mourning which they express on losing their relatives; such as bloody temples, their heads being deprived of most of the hair, and what was worse, almost the whole of them had lost some of their fingers. Several fine boys, not above six years old, had lost both their little-fingers; and several of the men, besides these, had parted with the middle-finger of the right hand.

The chiefs went off with me to dinner, and we carried on a brisk trade for yams; we also got plantains and bread-fruit. But the yams were in great abundance, and very fine and large. One

of them weighed above forty-five pounds. Sailing canoes came, some of which contained not less than ninety passengers. Such a number of them gradually arrived from different islands, that it was impossible to get any thing done, the multitude became so great, and there was no chief of sufficient authority to command the whole. I therefore ordered a watering-party, then employed, to come on board, and sailed on Sunday the 26th of April.

We kept near the island of Kotoo all the afternoon of Monday, in hopes that some canoes would come off to the ship, but in this we were disappointed. The wind being northerly, we steered to the westward in the evening, to pass south of Tofoa; and I gave directions for this course to be continued during the night. The master had the first watch, the gunner the middle-watch, and Mr Christian the morning-watch. This was the turn of duty for the night.

Hitherto the voyage had advanced in a course of uninterrupted prosperity; and had been attended with circumstances equally pleasing and satisfactory. But a very different scene was now to be disclosed; a conspiracy had been formed, which was to render all our past labour productive only of misery and distress; and it had been concerted with so much secrecy and circumspection, that no one circumstance escaped to betray the impending calamity.

On the night of Monday, the watch was set as I have described. Just before sunrise, on Tuesday morning, while I was yet asleep, Mr Christian, with the master-at-arms, gunner's mate, and Thomas Burkitt, seaman, came into my cabin, and seizing me, tied my hands with a cord behind my

back; threatening me with instant death if I spoke or made the least noise. I nevertheless called out as loud as I could, in hopes of assistance; but the officers, not of their party, were already secured by sentinels at their doors. At my own cabin door were three men, besides the four within; all except Christian had muskets and bayonets; he had only a cutlass. I was dragged out of bed, and forced on deck in my shirt, suffering great pain in the meantime from the tightness with which my hands were tied. On demanding the reason of such violence, the only answer was abuse for not holding my tongue. The master, the gunner, surgeon, master's-mate, and Nelson, the gardener, were kept confined below, and the fore hatch-way was guarded by sentinels. The boatswain and carpenter, and also the clerk, were allowed to come on deck, where they saw me standing abaft the mizen-mast, with my hands tied behind my back, under a guard, with Christian at their head. The boatswain was then ordered to hoist out the launch, accompanied by a threat, if he did not do it instantly, *to take care of himself.*

The boat being hoisted out, Mr Hayward and Mr Hallet, two of the midshipmen, and Mr Samuel, the clerk, were ordered into it. I demanded the intention of giving this order, and endeavoured to persuade the people near me not to persist in such acts of violence, but it was to no effect; for the constant answer was, "Hold your tongue, Sir, or you are dead this moment."

The master had by this time sent, requesting that he might come on deck, which was permitted; but he was soon ordered back again to his cabin. My exertions to turn the tide of affairs were continued; when Christian, changing the cutlass he



held for a bayonet, and holding me by the cord about my hands with a strong gripe, threatened me with immediate death, if I would not be quiet; and the villains around me had their pieces cocked, and bayonets fixed.

Certain individuals were called on to get into the boat, and were hurried over the ship's side; whence I concluded, that along with them I was to be set adrift. Another effort to bring about a change produced nothing but menaces of having my brains blown out.

The boatswain and those seamen who were to be put into the boat, were allowed to collect twine, canvas, lines, sails, cordage, an eight-and-twenty gallon cask of water; and Mr Samuel got 150 pounds of bread, with a small quantity of rum and wine; also a quadrant and compass; but he was prohibited, on pain of death, to touch any map or astronomical book, and any instrument, or any of my surveys and drawings.

The mutineers having thus forced those of the seamen, whom they wished to get rid of, into the boat, Christian directed a dram to be served to each of his own crew. I then unhappily saw that nothing could be done to recover the ship. The officers were next called on deck, and forced over the ship's side into the boat, while I was kept apart from every one abaft the mizen-mast. Christian, armed with a bayonet, held the cord, fastening my hands, and the guard around me stood with their pieces cocked; but on my daring the ungrateful wretches to fire, they uncocked them. Isaac Martin, one of them, I saw had an inclination to assist me; and as he fed me with shaddock, my lips being quite parched, we explained each other's sentiments by looks. But this was

observed, and he was removed. He then got into the boat, attempting to leave the ship; however, he was compelled to return. Some others were also kept contrary to their inclination.

It appeared to me, that Christian was some time in doubt, whether he should keep the carpenter or his mates. At length he determined on the latter, and the carpenter was ordered into the boat. He was permitted, though not without opposition, to take his tool chest.

Mr Samuel secured my journals and commission, with some important ship papers; this he did with great resolution, though strictly watched. He attempted to save the time-keeper, and a box with my surveys, drawings, and remarks for fifteen years past, which were very numerous, when he was hurried away with "Damn your eyes, you are well off to get what you have."

Much altercation took place among the mutinous crew during the transaction of this whole affair. Some swore, "I'll be damned if he does not find his way home if he gets any thing with him," meaning me; and when the carpenter's chest was carrying away, "Damn my eyes, he will have a vessel built in a month;" while others ridiculed the helpless situation of the boat, which was very deep in the water, and had so little room for those who were in her. As for Christian, he seemed as if meditating destruction on himself and every one else.

I asked for arms, but the mutineers laughed at me, and said I was well acquainted with the people among whom I was going; four cutlasses, however, were thrown into the boat after we were veered astern.

The officers and men being in the boat, they

only waited for me, of which the master-at-arms informed Christian, who then said, "Come Captain Bligh, your officers and men are now in the boat, and you must go with them; if you attempt to make the least resistance, you will instantly be put to death;" and without further ceremony, I was forced over the side by a tribe of armed ruffians, where they untied my hands. Being in the boat we were veered astern by a rope. A few pieces of pork were thrown to us, also the four cutlasses. The armourer and carpenter then called out to me to remember that they no hand in the transaction. After having been kept some time to make sport for these unfeeling wretches, and having undergone much ridicule, we were at length cast adrift in the open ocean.

Eighteen persons were with me in the boat, the master, acting surgeon, botanist, gunner, boatswain, carpenter, master and quarter-master's mate, two quarter-masters, the sail-maker, two cooks, my clerk, the butcher, and a boy. There remained on board Fletcher, Christian, the master's mate, Peter Haywood, Edward Young, George Stewart, midshipmen, the master-at-arms, gunner's mate, boatswain's mate, gardener, armourer, carpenter's mate, carpenter's crew, and fourteen seamen, being altogether the most able men of the ship's company.

Having little or no wind, we rowed pretty fast towards the island of Tofoa, which bore north-east about ten leagues distant. The ship while in sight steered west-north-west, but this I considered only as a feint, for when we were sent away, "Huzza for Otaheite," was frequently heard among the mutineers.

Christian, the chief of them, was of a respect-

able family in the north of England. This was the third voyage he had made with me. Notwithstanding the roughness with which I was treated, the remembrance of past kindnesses produced some remorse in him. While they were forcing me out of the ship, I asked him, whether this was a proper return for the many instances he had experienced of my friendship? He appeared disturbed at the question, and answered with much emotion, "That—Captain Bligh—that is the thing—I am in hell—I am in hell." His abilities to take charge of the third watch, as I had so divided the ship's company, were fully equal to the task.

Haywood was also of a respectable family in the north of England, and a young man of abilities, as well as Christian. These two had been objects of my particular regard and attention, and I had taken great pains to instruct them, having entertained hopes, that, as professional men, they would have become a credit to their country. Young was well recommended; and Stewart of creditable parents in the Orkneys, at which place, on the return of the Resolution from the South Seas in 1780, we received so many civilities, that in consideration of these alone, I should gladly have taken him with me. But he had always borne a good character.

When I had time to reflect, an inward satisfaction prevented the depression of my spirits. Yet a few hours before my situation had been peculiarly flattering, I had a ship in the most perfect order, stored with every necessary both for health and service; the object of the voyage was attained, and two-thirds of it now completed. The remaining part had every prospect of success.

It will naturally be asked, what could be the

cause of such a revolt? In answer, I can only conjecture that the mutineers had flattered themselves with the hopes of a happier life among the Otaheitans than they could possibly enjoy in England; which, joined to some female connections, most probably occasioned the whole transaction.

The women of Otaheite are handsome, mild, and cheerful in manners and conversation; possessed of great sensibility, and have sufficient delicacy to make them be admired and beloved. The chiefs were so much attached to our people, that they rather encouraged their stay among them than otherwise, and even made them promises of large possessions. Under these, and many other concomitant circumstances, it ought hardly to be the subject of surprise, that a set of sailors, most of them void of connections, should be led away, where they had the power of fixing themselves in the midst of plenty, in one of the finest islands in the world, where there was no necessity to labour, and where the allurements of dissipation are beyond any conception that can be formed of it. The utmost, however, that a commander could have expected, was desertions, such as have always happened more or less in the South Seas, and not an act of open mutiny.

But the secrecy of this mutiny surpasses belief. Thirteen of the party who were now with me had always lived forward among the seamen, yet neither they, nor the messmates of Christian, Stewart, Haywood, and Young, had never observed any circumstance to excite suspicion of what was plotting; and it is not wonderful if I fell a sacrifice to it, my mind being entirely free of suspicion. Perhaps, had marines been on board, a sentinel at my cabin-door might have prevented it, for I con-

stantly slept with the door open, that the officer of the watch might have access to me on all occasions. If the mutiny had been occasioned by any grievances, either real or imaginary, I must have discovered symptoms of discontent, which would have put me on my guard, but it was far otherwise. With Christian, in particular, I was on the most friendly terms; that very day he was engaged to have dined with me, and the preceding night he excused himself from supping with me on pretence of indisposition, for which I felt concerned, having no suspicions of his honour or integrity.

My first determination was to seek a supply of bread-fruit and water at the island of Tofoa, and afterwards to sail for Tongataboo, and there risk a solicitation to Poulaho, the king, to equip our boat, and grant us such a supply of water and provisions as should enable us to reach the East Indies.

The quantity of provisions which I found in the boat, was 150 pounds of bread, 32 of pork, six quarts of rum, six bottles of wine, and 28 gallons of water.

An easterly breeze sprung up, which enabled us to make sail, and we reached Tofoa in the evening, though not before dark. There being no anchorage, and the shore so steep that we could not land, we were obliged to keep the boat under the lee of the island with two oars. I then served half a pint of grog to every person, and we went to rest as well as our unhappy situation would admit.

At dawn, having rowed along shore in search of a landing-place, we discovered a cove, about ten o'clock, with a stony beach, where I dropped the grapnel within twenty yards of the shore. A great surf ran here, but, unwilling to diminish our

stock of provisions, Mr Samuel and some others landed in search of supplies, and, towards noon, returned with a few quarts of water, which he had found in holes. Uncertain what our future necessities might be, I issued only a morsel of bread and a glass of wine to each person for dinner.

Rowing farther along shore, we discovered cocoa-nut trees on the top of high precipices. Several of the people, notwithstanding the surf made it dangerous landing, climbed the cliffs, and got about twenty cocoa nuts, and others slung them to ropes, by which we hauled them through the surf into the boat. I returned to the cove, and, having served a cocoa nut to each man, we again went to rest in the boat.

At day-light we attempted to put to sea, but the wind and weather proved so unfavourable, that we were glad to resume our former station. There, after issuing a morsel of bread and a spoonful of rum to each person, we landed, and I, with Mr Nelson, the botanist, Mr Samuel, and some others, having hauled ourselves up the precipice by long vines fixed there by the natives for that purpose, advanced into the country. We found a few deserted huts, and collected three small bunches of plantains. We also, with much trouble, collected about nine gallons of water in the holes of a deep gulley near a volcanic mountain.

At the head of a cove, about 150 yards from the water-side, was a cave; the distance across the stony beach about 100 yards; and from the country into the cove, there was no other way than up the precipice I have described. The situation guarded us from the danger of surprise; therefore I resolved to remain on shore for the night with part of my people, that the others might have more

room to rest in the boat with the master. I directed him to lie at a grapnel, and be watchful in case we should be attacked. One plantain was ordered to be boiled for each person, and, having supped on this scanty allowance, with a quarter of a pint of grog, and fixed the watches for the night, those whose turn it was lay down to sleep in the cave, before the mouth of which we kept up a good fire.

On Friday the first of May, a party which had been dispatched the day preceding, set out again on a different route. The natives soon afterwards came about us, and, though no particular chief was among them, were tractable, and behaved honestly, exchanging provisions for a few buttons and beads. The party returned, and informed me that they had seen several neat plantations, whence, as there was no doubt of inhabitants being settled on the island, I determined to sail the first opportnnity.

I was much puzzled how to account to the natives for the loss of my ship, but, having concluded that it was best to say she had overset and sunk, and that we were the only persons saved, I instructed all the people to coincide in the same story. Inquiries, as I had expected, were made, but not the smallest joy or sorrow appeared in their faces, though in several I thought I could discover some marks of surprise.

Towards evening I had the satisfaction of finding our stock of provisions somewhat increased, but the natives did not appear to have much to spare. At sunset they left us in quiet possession of the cove, which I thought a good sign, supposing that they would return next day with a better supply of food and water, and that I should thence

be enabled to sail without further delay. A quarter of a bread-fruit and a cocoa nut were served to each person for supper, and a good fire being made, all but the watch went to sleep.

At day-break next morning I was much pleased to find every person's spirits a little revived, and that I was no longer regarded with those anxious looks which had constantly been directed towards me since we lost sight of the ship.

There being no certainty of obtaining a supply of water from the natives, I sent a party among the gullies of the mountains with empty shells. In their absence the natives came about us in greater numbers, and also two canoes round from the north side of the island. In one was an elderly chief, called Macca-ackavow; and along with our foraging party came another, called Eefow. I made a present to each, and I found that they had either heard of me or seen me at Annamooka. They were very inquisitive to know how I had lost my ship. During this conversation, a young man named Nagete appeared, whom I remembered to have seen at Annamooka; he expressed much pleasure at our meeting. Eefow agreed to accompany me to Tongataboo, if I would wait till the weather moderated. His readiness and affability gave me much satisfaction.

This, however, was but of short duration, for the natives began to increase in number, and I observed some indications of a design against us. Soon after they attempted to haul the boat on shore, when I brandished my cutlass in a threatening manner, and spoke to Eefow to desire them to desist, which they did, and every thing became quiet again. My party now returned with about three gallons of water. I continued buying up the

little bread-fruit brought to us, and likewise some spears to arm my men with, having only four cutlasses, two of which were in the boat. Wanting the means of improving our situation, I told our people that I should wait until sunset, by which time something might perhaps happen in our favour; for, if we endeavoured to go at present, we must fight our way through, which, were it necessary, could be more advantageously done at night.

The beach was lined with natives, and we heard nothing but the knocking of stones together, which they held in each hand, and this, I well knew, was the signal of attack.

At noon a cocoa nut and bread-fruit were served to each person for dinner, and some also given to the chiefs, with whom I continued to appear intimate and friendly. They frequently importuned me to sit down, which I as constantly refused, apprehending that they intended to seize me. After dinner the numbers of the natives continued increasing, and I discovered, that instead of their intending to leave us, fires were made, and places fixed on for their stay during the night. Consultations were also held among them, and every thing assured me that we should be attacked. I sent orders to the master to keep the boat close to the shore when he saw us coming down, that we might the more easily embark.

I had my journal on shore with me writing the occurrences in the cove; and, in sending it down to the boat, it would have been snatched away but for the timely assistance of the gunner.

The sun was near setting when I gave the word, on which every person on shore with me boldly took up his proportion of things and carried them to

the boat. The chiefs asked me if I would not stay with them all night. I said, " No; I never sleep out of my boat, but in the morning we will again trade with you, and I shall remain till the weather is moderate, that we may go, as we have agreed, to see Poulaho at Tongataboo." Macca-ackavow then got up and said, " You will not sleep on shore, then mattee;" which directly signifies we will kill you: and he left me. The onset was now preparing; every one kept knocking stones together, and Eefow quitted me. All but two or three things were in the boat, when I took Nageete by the hand, and we walked down the beach, every one in a kind of silent horror.

While I was seeing the people embark, Nageete wished me to stay to speak to Eefow, but I found that he was encouraging the natives to the attack, and it was my determination, had it then began, to have killed him for his treacherous behavour. I ordered the carpenter not to quit me until the other people were in the boat. Nageete, finding I would not stay, loosed himself from my hold and went off, and we all got into the boat except one man, who quitted it during the time I was getting on board, and ran up the beach to cast the stern-fast off, notwithstanding the master and others called to him to return, while they were dragging me out of the water.

No sooner was I in the boat, than the attack began from about 200 natives. The poor unfortunate man who had run up the beach, was knocked down, and the stones flew like a shower of shot. Many Indians got hold of the stern-rope, and were nearly hauling the boat on shore, which they certainly would have effected, if I had not had a knife in my pocket with which I cut the rope.

We then pulled off to the grapnel, every one being more or less hurt. I now saw five of the natives about the poor man they had killed, two of them beating him on the head with stones in their hands.

We had no time to reflect, for, to my surprise, they filled their canoes with stones, and twelve men came off after us to renew the attack, which they did so effectually, as nearly to disable us all. Our grapnel was foul, but Providence here assisted us, the fluke broke, we got to our oars, and pulled out to sea. The natives, however, could paddle round us, so that we were obliged to sustain the attack, without being able to return it, except with such stones as lodged in the boat, and in this I found we were very inferior to them. We could not close, for our boat was lumbered and heavy, of which they well knew to take advantage. I therefore adopted the expedient of throwing overboard some clothes, which, as I expected, they stopped to pick up; and as it was by this time almost dark, they gave over the attack and returned towards the shore, leaving us to reflect on our unhappy situation.

The unfortunate man killed was John Norton, who had now made two voyages with me as quarter-master. His worthy character made me regret him very much.

I once before sustained a similar attack with a smaller number of Europeans, on the Morai of Owhyhee, where Lieutenant King left me after the death of Captain Cook. Yet notwithstanding this experience, I had not an idea that the power of a man's arm could throw stones from two to eight pounds weight, with such force and exactness as these people did. Here we were unhappily without fire-arms, which the Indians knew;

and had they attacked us in the cave, our destruction must have been inevitable.

Taking this as a specimen of the disposition of the natives, there was but little reason to expect much benefit from visiting Poulaho. Their good behaviour formerly, I considered as proceeding from their dread of our fire-arms; and was likely to cease on their knowing us to be destitute of them.

We set our sails and steered along shore, by the west side of the Island of Tofoa. My mind was occupied in considering what was best to be done, when I was solicited by all hands to take them towards home. I told them that except what hopes of relief we might find at New Holland, we could expect none before reaching Timor, a distance of full twelve hundred leagues, where there was a Dutch settlement; but in what part of the island I was ignorant. Then they all agreed to live on an ounce of bread and a quarter of a pint of water a-day. Therefore after examining our stock of provisions, and recommending to them in the most solemn manner not to depart from their promise, we bore away across a sea where the navigation is but little known, in a small boat twenty-three feet long, from stem to stern, deeply laden with eighteen men. I was happy to observe, however, that every one seemed better satisfied with his situation than myself.

Our stock of provisions consisted of about one hundred and fifty pounds of bread, twenty-eight gallons of water, twenty pounds of pork, three bottles of wine, and five quarts of rum. The difference from what we had on leaving the ship, was principally owing to our loss in the confusion of the attack. A few cocoa nuts were in the boat,

and some bread-fruit; but the latter was trampled to pieces.

It was about eight o'clock at night, when we bore away under a reefed lug-foresail. Having divided the people into watches, and got the boat in a little order, we returned God thanks for our miraculous preservation, and fully confident of his gracious support, I found my mind more at ease than it had been for some time past.

At day-break, the breeze increased; the sun rose red and fiery, a 'sure indication of a severe gale of wind. At eight it blew a violent storm, so that between the seas the sail was becalmed, and when on the top of the wave it was too much to have set; but we could not venture to take it in, for we were in very imminent danger and distress, the sea curling over the stern of the boat, which obliged us to bale with all our might. A situation more distressing has, perhaps, seldom been experienced.

Our bread was in bags, and in danger of being spoiled by the wet; if this could not be prevented, our being starved to death was inevitable. I therefore began to examine what clothes were in the boat, and what other things could be spared; and having determined that only two suits should be kept for each person, the rest was thrown overboard, along with some rope and spare sails. This lightened the boat considerably, and we had more room to bale out the water. Fortunately, the carpenter had a good chest in the boat, in which we secured the bread the first favourable moment. His tool-chest was also cleared, and the tools stowed in the bottom of the boat.

I served a tea-spoonful of rum to each person, for we were very wet and cold, with a quarter of

a bread-fruit scarce eatable for dinner. Our engagement was now strictly to be carried into execution.

The sea ran higher in the afternoon; and the fatigue of baling, to keep the boat from filling, was very great; we could do nothing more than run before the sea, in the course of which the boat performed so well, that I no longer dreaded any danger in that respect. But among the hardships we were to undergo, that of being constantly wet was not the least; the night was very cold, and at day-light our limbs were so benumbed that we could scarce find the use of them. At this time I served a tea-spoonful of rum to each person, from which we all derived great benefit.

On the fourth of May we discovered some small islands, and I kept my course between them, the gale having considerably abated. Served a few broken pieces of bread-fruit for supper, and performed prayers.

The night turned out fair; and in the morning every one contentedly breakfasted on a few pieces of yams that had been found in the boat. Though a great deal of our bread proved to be damaged and rotten, we preserved it for use. Hitherto I had hardly been able to keep any account of our run; but we now equipped ourselves a little better, by getting a log-line marked, and having practised counting seconds, several could do it with some degree of accuracy. At noon of the fifth, we were in latitude 18° 10′ south, and longitude from Tofoa by account 4° 29′. Since yesterday at noon, we had made 94 miles.

We passed a number of islands, but durst not venture to land as we had no arms, and were less capable of defending ourselves than when at To-

foa. To our great joy we hooked a fish, but were miserably disappointed by its being lost in trying to get it into the boat. Our allowance for the day, was a quarter of a pint of cocoa-nut milk, and the meat, which did not exceed two ounces, to each person; and for supper, an ounce of the damaged bread, and a quarter of a pint of water. This supply was contentedly received, but we suffered great thirst. As our lodging was very wretched and confined for want of room, I endeavoured to remedy this defect by putting ourselves at watch and watch; so that one half always sat up, while the other half lay down in the bottom of the boat on a chest, with nothing to cover us but the heavens. Our limbs were dreadfully cramped; and the nights were so cold, and we so constantly wet, that after a few hours sleep, we could scarce move.

At dawn of the seventh we again discovered land, distinguished by some extraordinary high rocks, which, as we approached them, assumed a variety of forms. The country appeared agreeably interspersed with high and low land, and in some places covered with wood. Off the north-east part lay some small rocky isles, near which a lee current very unexpectedly set us, and we could only get clear by rowing close to a reef that surrounded them. At this time we observed two large sailing canoes coming swiftly after us, along shore, and being apprehensive of their intention, we rowed with some anxiety, fully sensible of our weak and defenceless state. All the afternoon we had light winds at north-north-east; the weather very rainy, attended with thunder and lightning. One of the canoes gained upon us, and by three o'clock was not more than two miles distant, when she gave over the chace. Whe-

ther these canoes had any hostile design against us, must ever remain a doubt; perhaps we might have benefited by an intercourse with them, but in our defenceless situation, making the experiment would have been risking too much.

Heavy rain came on, when every person did his utmost to catch some water; and we increased our stock to 34 gallons, besides quenching our thirst for the first time since we had been at sea. Being extremely wet, and having no dry things to shift or cover us, we passed an uncomfortable night, experiencing cold and shiverings hardly to be conceived. Most fortunately next forenoon turned out fair, and we stripped and dried our clothes. I issued an ounce and a half of pork, a tea-spoonful of rum, and an ounce of bread; the rum, though so small in quantity, was of the greatest service. A fishing-line was generally towing astern of the boat, but though we saw great numbers of fish we could never catch one.

In the afternoon we cleaned out the boat. Hitherto the allowance had been issued by guess, but I now made a pair of scales, and accidentally having some pistol balls in the boat, twenty-five of which weighed a pound, or sixteen ounces, I adopted one weighing 272 grains, as the proportion of weight that each person should receive of bread, at the times I served it.

I also amused all hands with describing the situation of New Guinea and New Holland, and gave them every information in my power, that in case any accident happened to me, the survivors might be able to have some idea of the way to Timor, which at present they knew nothing of more than the name, and some not even that.

Next afternoon, Saturday the ninth, I fitted a

pair of shrouds for each mast, and contrived a canvas weather-cloth round the boat, and raised the quarters about nine inches, by nailing on the seats of the stern sheets, which proved of great service to us. After a fine day, the clouds began to gather about nine in the evening, and we had a prodigious fall of rain, with severe thunder and lightning. By midnight we had caught about twenty gallons of water, but spent a miserable night, and the morning brought us no relief. The sea broke over us so much, that two men were constantly baling; and we had no choice how to steer, being obliged to keep the boat before the waves to prevent her filling.

Our situation on Mònday morning was extremely dangerous, the sea frequently running over our stern, which kept us baling with all our strength. The sun appeared at noon, which gave us as much pleasure as a winter's day in England. We observed the latitude 14° 50′ south, and had made since yesterday 102 miles.

The wet weather still continued, and the wind blew in fresh squalls. As there was no prospect of getting our clothes dried, I recommended to every one to strip and wring them through the salt water, by which means they received a warmth, that while wet with rain they could not have.

During the succeeding days we discovered several islands. The largest I judged to be twenty leagues in circuit, the others five or six. The sight of them only served to increase the misery of our situation. We were very little better than starving, with plenty in view. Yet to attempt procuring relief was attended with so much danger, that prolonging life, even amidst such dis-

stress, was thought preferable, while there was any chance of being able to surmount our hardships. For my own part, I considered the general run of cloudy wet weather to be a blessing of Providence. Hot weather would have destroyed us with thirst; and probably our being so constantly covered with rain or sea, protected us from that dreadful calamity. These islands I judged to be part of the New Hebrides; they are fertile and inhabited, as we saw smoke from several places.

The night of the 15th was very dark, not a star could be seen to steer by, and the sea continually broke over us. I found it necessary to counteract the effect of the southerly winds, to prevent being driven too near New Guinea, and therefore, at intervals of moderate weather, steered a more southerly course. Next day, in addition to our allowance of one twenty-fifth of a pound of bread, and a quarter of a pint of water, I issued for dinner about an ounce of salt-pork to each person. For this pork I had been often solicited, but it was better to use it only in small quantities. We had strong breezes and dark gloomy weather, with storms of thunder, lightning, and rain. The night was truly horrible.

At dawn of day I found every person complaining, and some of them requested extra-allowance, which I positively refused. Our situation was miserable, always wet, and suffering extreme cold in the night, without the least shelter from the weather. Being constantly obliged to bale the boat to keep her from filling, perhaps should not have been reckoned an evil, as it gave us exercise.

The little rum we had was of great service; when our nights were particularly distressing, I generally served a tea-spoonful or two to each per-

son, and it was always glad tidings to hear of my intentions.

At noon a water-spout was very near on board of us: since yesterday we had made 100 miles. The night was dark and dismal, and nothing but winds and waves to direct our steerage. I designed, if possible, to gain New Holland to the southward of Endeavour Straits, and it was thence necessary to preserve such a situation as to make a southerly wind a fair one

At dawn of Wednesday the 20th several of my people seemed half dead. Our appearance was shocking, and I could look no way without catching the eye of some one in distress. Extreme hunger was now too evident, but no one suffered from thirst, nor had we much inclination to drink, that desire, perhaps, being satisfied through the skin. The little sleep we got was in the midst of water, and we always awoke with severe cramps and pains in our bones. All the afternoon we were covered with rain and salt water, so that we could scarcely see. The rain fell so heavy through the night as to alarm us lest it should fill the boat, and we were obliged to bale with all our might.

On Friday our condition was extremely calamitous. We were forced to take the course of the sea, running right before it, and watching with the utmost care, as the least error in the helm would, in a moment, have been our destruction. At noon it blew very hard, and the foam of the sea kept running over our stern and quarters. We had made 130 miles in the course of the day preceding. But the misery of this night increased; the sea flew over us with great force, and kept us baling with horror and anxiety. I found every one in a most distressed state at dawn, and began

to fear that another such night would put an end to the lives of several who seemed no longer able to support their sufferings.

A fine morning, on Sunday, I had the pleasure to see produced some cheerful countenances, and the first time, for fifteen days past, we experienced comfort from the warmth of the sun. In the afternoon we had many birds about us, such as boobies and noddies, which are never seen far from land.

As the sea began to run fair, and we shipped but little water, I took the opportunity of examining into the state of our bread, and found, that, according to our present allowance, there was a sufficient quantity for 29 days. But, as it was very uncertain whether we might, in that time, be able to reach Timor, and, after all, possibly be obliged to go to Java, I determined to regulate the allowance so as to make our stock hold out six weeks. I was apprehensive that a proposal on this head would be ill received, and that it would require my utmost resolution to enforce it. However, on representing to the people the necessity of guarding against casual delays, from adverse winds and other causes, they all cheerfully assented. Accordingly, by giving each individual one twenty-fifth of a pound for breakfast, the same for dinner, and omitting the usual proportion for supper, we had 43 days allowance.

On Monday at noon, some noddies came so near to us, that one was caught by the hand. It was about the size of a small pigeon. I divided it, with its entrails, into fifteen portions, and it was distributed by a method well known at sea, where one person turns his back on the subject that is to be divided; another then pointing separately to the portions, each of them asks aloud,

"*Who shall have this?*" to which the first answers by naming somebody. Thus every one has an equal chance. The bird was distributed in this way, with the allowance of bread and water for dinner, and ate up, bones and all, with salt water for sauce.

In the evening we fortunately caught a booby, which is as large as a duck. Like the noddy, it has received its name from seamen for suffering itself to be caught on the masts and yards of ships. Its presence always indicates the vicinity of land. I directed this bird to be killed for supper, and the blood to be given to three of the people, who were the most distressed for want of food. The body, with the entrails, beak, and feet, I divided into 18 shares, and, with an allowance of bread, which I made a merit of granting, we made a good supper, compared with our usual fare.

Next day we were so fortunate as to catch other three boobies; the stomachs of two of them contained several flying-fish and small cuttle-fish, which were all saved for dinner on Wednesday. To make the bread delivered a little savoury, most of the people dipped it in salt water, but I generally broke mine into small pieces and ate it in my allowance of water, out of a cocoa-nut shell, with a spoon, economically avoiding to take too large a piece at a time; so that I was as long at dinner as if it had been a much more plentiful meal.

At one in the morning the person at the helm heard the sound of breakers, and I no sooner lifted up my head than I saw them close under our lee, not more than a quarter of a mile distant. I immediately hauled on a wind to the north-north-east, and, in ten minutes time, we could neither

hear nor see them. The idea of getting into smooth water through the reefs on the coast of New Holland, and of finding refreshments, kept up the spirits of my people. Next morning, at day-light, we could see nothing of the land nor of the reefs; we bore away, and at nine o'clock came in sight of them. The sea broke furiously over every part, but we saw smooth water within, so that all anticipated infinite satisfaction in hopes to get there. I now found that we were embayed, for we could not lie clear with the sails, the wind having backed against us, and the sea set in so heavy towards the reef, that our situation was become unsafe. We could effect but little with the oars, having scarce strength to pull them, and I began at length to apprehend, that we should be obliged to attempt pushing over the reef. Even this I did not despair of effecting with success, when a break was discovered in it about a mile from us, and, at the same time, an island of moderate height within, which I called Island Direction. I entered the passage with a strong stream running to the westward, and found it about a quarter of a mile broad, with every appearance of deep water.

As we advanced within the reefs, the coast of New Holland began to shew itself very distinctly in a variety of high and low land, some parts of which were covered with wood. Two islands lay about four miles off, and appeared eligible for a resting-place, if for nothing more; but, on our approach to the nearest, it proved only a heap of stones, and its size too inconsiderable to shelter the boat. We therefore proceeded to the other, which was within a quarter of a mile of a projecting part of the main. Here we saw some old fire-

places, but nothing indicating that it would be an unsafe situation for the night. Every one was anxious to find something to eat, and, as the tide was out, oysters were soon discovered on the rocks, but being nearly dark, few could be collected. One half of the company slept on shore, and the other in the boat. We would gladly have made a fire, but, being unable to accomplish it, took our rest for the night, which happily was calm and undisturbed. As there were no appearances of the natives, I sent out parties in search of supplies, while others of the people were putting the boat in order. One of the gudgeons of the rudder had come out during the night, and was lost; but, by great good luck, we found a large staple in the boat, which replaced it. This might have been a serious accident before, for the management of the boat could not have been so nicely preserved as these very heavy seas required.

The party returned with plenty of oysters and fresh water. I had also made a fire by the help of a small magnifying-glass, and more fortunately still, we found a piece of brimstone, and a tinder-box, in the boat, so that I secured a fire for the future. One of the people had been so provident as to bring from the ship a copper pot; and now, with our supplies, we made a stew with a mixture of pork and a little bread, that might have been relished by far more delicate palates; of this each received a full pint.

The general complaints of disease among us were giddiness of the head, great weakness of the joints, and violent constipation, which in some had continued from the time of leaving the ship. I had constantly a severe pain at my stomach. None of our complaints, however, were alarming. On the

contrary, all retained marks of strength and fortitude sufficient to resist what might be expected in our voyage to Timor.

The oysters were of considerable size, and well tasted; they adhered so fast to the rocks, that our most expeditious way was opening them where fixed. We also found good water here on thrusting a stick into the ground, and likewise a small run on the south side of the island.

Besides places where fires had been made, there were other signs of the natives sometimes resorting to this island; we observed two ill-constructed huts, with only one side loosely covered; and a pointed stick, having a slit in one end, was found, which is used to sling stones by the natives of Van Diemen's land. The tracks of some animal was visible. Nelson, the botanist, agreed with me that it was the kangaroo; but whether this animal swims over from the main land, or is brought here to breed by the natives, it is impossible to determine.

I had counselled my people not to touch any kind of berry or fruit that they might find. Yet no sooner were they out of my sight than they began to make free with three different species that grew all over the island, eating without any kind of reserve. Symptoms of having ate too much at last began to frighten some of them: but on questioning others who had taken a more moderate allowance, their minds were a little quieted. These, however, became equally alarmed in their turn, dreading that such symptoms would come on, and that they were all poisoned; so that their mutual looks bore the strongest marks of apprehension, uncertain what would be the issue of their imprudence. Fortunately the fruit proved

wholesome and good. One sort grew on a small delicate kind of vine; it was the size of a large gooseberry, and of a sweet taste. Another grew on bushes in clusters like elder-berries; and the third was a black berry, resembling a large sloe both in size and taste. When I saw these fruits ate by birds, I had no longer any doubt of their being wholesome.

Wild pigeons, parrots, and other birds, were about the summit of the island, but having no fire-arms, we could not obtain any of them. Lizards were seen, and the black-berry bushes were full of ants nests, webbed like a spider's, but so close and compact as not to admit the rain.

This day being the anniversary of the restoration of King Charles the Second, and the name not being inapplicable to our present situation, for we were restored to fresh health and strength, I called this Restoration Island.

On Saturday the thirtieth of May, I discovered a visible alteration for the better in our company, and I sent them away again to gather oysters. We had now only two pounds of pork remaining. This article, which I could not keep under lock and key as I did the bread, had been pillaged by some inconsiderate person, but every one denied knowledge of the fact. I therefore resolved to put it out of their power in future, by sharing the residue for our dinner. While the party was out picking oysters, I got the boat in readiness for sea, and filled all our water-vessels, which amounted to nearly sixty gallons. Early in the afternoon, they returned with what they had collected for sea-store, and every thing was put into the boat. We had still thirty-eight days allowance of bread,

according to the last mode of issuing a twenty-fifth of a pound for breakfast, and as much for dinner.

Being ready for sea, all hands were directed to attend prayers. We were preparing to embark at four o'clock, when about twenty of the natives appeared, running and hallooing to us on the opposite shore, and making signs for us to come to them. They were each armed with a spear or lance, and a short weapon carried in the left hand. On the top of the hills we saw the heads of many more. Whether these were their wives and children, or others who waited for our landing, meaning not to show themselves lest we might be intimidated, I cannot say; but as I found we were discovered on the coast, I thought it prudent to make the best of our way for fear of being pursued by canoes. I passed these people as near as I could with safety; they were naked, and apparently black; their hair, or wool, bushy and short.

At day-break, the face of the country had entirely changed, for we had now a low sandy coast in view, with very little verdure, or any thing to indicate that it was habitable by a human being, except a few patches of small trees, or brush-wood. Many inconsiderable islands were in sight; and I passed a channel between the nearest and the main land. Some of them were very pretty spots, and well situated for fishing. Large shoals of fish were about us, but we could catch none. Passing this strait, another party of seven natives appeared running towards us, shouting and making signs for us to land. Some waved green branches of the bushes near them, as a token of friendship; but others of their motions were less amicable. A little farther off was a larger party, who likewise came towards us; I therefore determined not

to land, though wishing much to have had some intercourse with them. Nevertheless I laid the boat close to the rocks, and beckoned to them to approach, but none would come within two hundred yards. They were armed in the same manner as the people we had seen from Restoration Island; stark-naked, black, with short bushy hair, or wool, and like them in every respect.

We landed at another island four miles distant, whence to take a look of the coast; two parties were sent out to search for supplies, and others I ordered to stay by the boat. On this occasion fatigue and weakness got so far the better of their sense of duty, that some of the people expressed their discontent at having worked harder than their companions, and declared that they would rather be without their dinner than go in search of it. One person in particular went so far as to tell me, with a mutinous look, that he was as good a man as myself. It was impossible for me to judge where this might end; therefore to prevent such disputes in future, I determined either to preserve my command, or die in the attempt. Seizing a cutlass, I ordered him to take hold of another, and defend himself; on which he cried out, that I was going to kill him, and immediately made concessions. I did not allow this to interfere further with the harmony of the boat's crew, and every thing soon became quiet.

On the north side of this, which I named Sunday Island, we saw an old canoe about thirty-three feet long, and its extreme breadth about three feet, lying bottom upwards, and half buried in the beach; it might be capable of carrying twenty men. The discovery of one so large induced me to seek a more retired place for lodging through

the night. We dined each on a full pint and a half of stewed oysters and clams, thickened with small beans.

On Monday the first of June, we landed at dawn on another island, four leagues distant from the main. It formed in whole into a lagoon into which the tide flowed, being composed of four small keys, surrounded by a reef of rocks connected by sandbanks. As usual parties were dispatched in quest of supplies. Nelson returned towards noon, but in so weak a condition, that two men had to support him. He complained of a violent heat in his bowels, loss of sight, and great thirst. This I found was occasioned by his inability to support the ardour of the sun, and from over exertion. Luckily he had no fever; and it was now that the little wine, which I had so carefully preserved, became of real use. I gave it to him in very small quantities, with pieces of bread soaked in it; and he soon began to recover. The boatswain and carpenter were also ill, complaining of headach, and sickness of the stomach; indeed few were without indisposition.

The recent tracks of turtle were seen on this island, and we found the backs of two; there was no appearance of any quadruped; fish were in the lagoon, though we could not catch any; therefore it was unlikely that our wants should be supplied here. The remains of a hut, and the turtle-shells, were a proof that the natives occasionally visited this place; but I conceived a quiet night's rest would be of essential service to those unwell, and I did not apprehend any danger. Towards evening I cautioned every one against making too large a fire, or suffering it to blaze up after dark; and committing the charge of this to Mr Samuel

and the gunner, I strolled about the beach, to observe whether I thought the island could be seen from the main. I had just satisfied myself that it could not, when on a sudden, the island appeared all in a blaze, which might have been discerned from a much greater distance. I ran to learn the cause, and found that it was occasioned by the imprudence and obstinacy of one of the party, insisting in my absence to have a fire for himself; and in making it, the flames caught the neighbouring grass, and spread rapidly. This might have produced serious consequences in betraying our situation to the natives; and the relief which I expected from a little sleep being totally lost, I anxiously waited for the flowing of the tide that we might proceed to sea.

Mr Samuel and the gunner went out to watch for turtle, and three men repaired to another quarter to endeavour to catch birds. All the others being sick, except two, went to rest. The bird party returned about midnight, with only twelve noddies; and they might have caught many more, but for the folly of one of the party, who separated from his companions, and disturbed the birds. I was so much provoked at my plans being thus defeated, that I gave the offender, Robert Lamb, a good beating. He afterwards acknowledged that he had ate nine birds raw. The turtling party had no success, which is not surprising, considering the noise we made in extinguishing the fire.

The birds were half-dressed, that they might keep the better; and the clams which we got were cut into slices to dry. Then having tied a few gilt buttons, and pieces of iron, to a tree for any of the natives that might come here, we embarked, and departed at dawn. Ten birds were

divided for dinner, and the usual quantity of bread; I gave half a glass of wine to Nelson, who was now so far recovered as to require no other indulgence.

The gunner had brought his watch from the ship, and by it we regulated our time; unfortunately it now stopped, so that noon, suprise, and sunset, are the only parts of the day of which from henceforward I can speak with any certainty.

We arrived at sunset at another island, covered with wood, and took shelter for the night, under a sandy point, which was the only part at which landing could be effected. This being rather a wild situation, I thought it best to sleep in the boat. Nevertheless a party was sent out to see whether any thing could be got. They observed a great number of turtle bones and shells, where the natives had been feasting, and their last visit seemed to be of recent date, but they returned without success. We lay at a grapnel till day-light.

Next day, before dark, a small island was seen bearing west, which, on our arrival, we found only a rock where boobies resort, and thence called it Booby Island. No more land was seen on the coast of New Holland; and at eight o'clock in the evening, we were once more launched into the open ocean. Miserable as our situation was in every respect, I was secretly suprised to see that it did not appear to affect any one so strongly as myself; on the contrary, it seemed as if we had embarked on a voyage to Timor, in a vessel sufficiently calculated for safety and convenience So much confidence gave me great pleasure, and I may venture to assert, that to this cause our preservation is chiefly to be attributed.

Encouraging all with hopes, that eight or ten

days would bring us to a land of safety, and after praying to God for a continuance of his most gracious protection, I served an allowance of water for supper, and stood away W. S. W. on the voyage.

We had just been six days on the coast of New Holland, in the course of which we obtained some provisions; but perhaps nearly equal benefit was derived from being relieved from the fatigue of constantly remaining in the boat, and enjoying good rest at night. These advantages certainly preserved our lives, though in our present situation we were deplorable objects; but the hopes of speedy relief kept up our spirits. Incredible as it may appear, I for my own part felt neither hunger nor thirst, my allowance contented me, knowing I could have no more.

Next day, Thursday the fourth of June, we saw a number of water-snakes: they were ringed yellow and black. Though the weather was fair, we were constantly shipping water, which kept two men always employed to bale the boat. The following evening a few boobies came about us, one of which I caught with my hand. The blood was divided among three of the men who were weakest, and the bird kept for a future meal. Some clams hung up to dry for sea-store were stolen; but every one solemnly denied it.

In the afternoon of the sixth, I took an opportunity of examining into the state of our bread; and found 19 days allowance remaining, at the rate of one-twenty-fifth of a pound three times a-day. Therefore as I saw every prospect of a quick passage, I again ventured to grant an allowance for supper.

The sea ran very high all that night, and was next day breaking over us: I heard many complaints;

Mr Ledward, the surgeon, and Lawrence Lebogue, an old hardy seaman, appeared to be giving way very fast; I could only assist them by a tea-spoonful or two of wine, which I had carefully saved, expecting such a melancholy necessity.

On Monday afternoon we caught a small dolphin, which was the first relief of the kind that we obtained. I issued about two ounces, including the offals, to each person, and saved the remainder for next day. The wind blew strong all night, so that we shipped much water, and suffered greatly from the wet and cold.

At day-light, as usual, I heard much complaining, which my own feelings convinced me was too well-founded. I gave the surgeon and Lebogue a little wine; but I could afford them no farther relief, except encouraging them with hopes that a very few days longer, at our present rate of sailing, would bring us to Timor. Gannets, boobies, men-of-war, and tropic birds, were constantly about us. At noon we served the accustomed proportion of water, and dined on the remains of the dolphin, which amounted to about an ounce per man. I afterwards suffered much sickness, from the nature of part of the stomach of the fish, which had fallen to my share.

Next morning there was a visible alteration for the worse in many of the people, which excited great apprehensions in me. Extreme weakness, swelled legs, hollow and ghastly countenances, with an apparent debility of understanding, seemed to me the melancholy presages of approaching dissolution. The surgeon and Lebogue, in particular, were most miserable-looking objects. I occasionally gave them a few tea spoonfuls of wine out of the little that remained, which was of

infinite use; the hopes of being able to accomplish the voyage were our principal support. The boatswain very innocently told me, that he really thought I looked worse than any one in the boat; I was amused by the simplicity with which he uttered such an opinion, and returned him a better compliment. Our course since yesterday was 111 miles.

The following afternoon, we saw gannets and many other birds, and at sunset kept a very anxious look-out. At three next morning, with an excess of joy, we discovered Timor, and by day-light were within two leagues of the shore. It is not possible for me to describe the pleasure which the blessing of the sight of this land diffused among us. It appeared scarce credible to ourselves, that in an open boat, and so poorly provided, we should have been able to reach the coast of Timor in forty-one days after leaving Tofoa; having, in that time, run by our log the distance of 3618 miles; and that, notwithstanding our extreme distress, no one should have perished on the voyage.

I have already mentioned, that I did not know where the Dutch settlement was situated, but I had a faint idea that it was at the south-west part of the island. I therefore, after day-light, bore away along shore towards that quarter. We had a most agreeable prospect of the land, which was interspersed with woods and lawns, the interior mountainous, but the shore low. We could only see a few huts, whence we concluded, that no European resided in this part of the island.

During the afternoon, we continued our course along a low shore covered with innumerable palm trees, called the fan palm, from the leaf spreading

like a fan. Here, however, were no signs of cultivation. That we might not run past any settlement in the night, we brought to under a close-reefed foresail. At two in the morning, we wore and stood in shore till day-light, when I found we had drifted about three leagues to the westward. On examining the coast, and not seeing any sign of a settlement, we bore away in that direction, having a strong gale against a weather-current, which occasioned much sea. Coming to a grapnel in a sandy bay, that I might the more easily calculate our situation, we had a view of a beautiful looking country, as if formed by art into lawns and parks The little time we were here, the master and carpenter importuned me much to let them go in search of supplies; but after I had at length assented, they found no other person willing to be of the party, therefore they did not quit the boat.

At two o'clock, we ran through a dangerous breaking sea, and discovered a spacious bay or sound, with a fair entrance, about two or three miles wide. This being a likely place for a European settlement, I came to a grapnel near the east side of the entrance, where we saw a hut, a dog, and some cattle. I immediately sent the gunner and boatswain towards the hut, and having made some remarks on the place, I saw them returning with several of the natives; I therefore no longer doubted our success. They brought five Indians, and informed me that they had found two families, where the women treated them with European politeness. From these people I learned that the governor resided at a place called Coupang, at some distance to the north-east. I made signs for one of them to go in the boat, and shew

us the way thither, intimating that I would pay him for his trouble. The man readily complied, and embarked.

The Indians were of a dark tawny colour, had long black hair, and chewed a great deal of betel; they brought us a few pieces of dried turtle, and some ears of Indian corn. This last was the most welcome, for the turtle could not be eaten, unless previously soaked in hot water. They offered to bring us other refreshments, if I would wait, but as the pilot was willing, I determined to push on.

By his direction we kept close to the east shore under all our sail; but as night came on, the wind died away, and we were obliged to try at the oars, which I was surprised to see we could use with some effect. At ten o'clock, finding we advanced slowly, I came to a grapnel; and now, for the first time, issued double allowance of bread, and a little wine to each person.

At one o'clock in the morning of Sunday the fourteenth, after the sweetest and happiest sleep that ever men enjoyed, we weighed, and continued to keep the east shore on board. The report of two cannon gave new life to every one, and soon after we discovered two square-rigged vessels, and a cutter at anchor. We endeavoured to work to windward, but losing ground on each tack, we took to our oars again, and kept rowing close to the shore till four o'clock, when I brought to a grapnel, and gave another allowance of bread and wine to all hands. As soon as we had rested a little, we weighed again, and rowed till near daylight, when we came to a grapnel off a small fort and town, which the pilot told me was Coupang.

Among the things which the boatswain had

thrown into the boat before leaving the ship, was a bundle of signal flags; with these we had, in the course of the passage, made a small jack, which I now hoisted in the main-shrouds, as a signal of distress, for I did not think proper to land without leave.

Soon after day-break, a soldier hailed us to land, which I immediately did among a crowd of Indians; and was agreeably surprised to meet an English sailor, who belonged to one of the vessels in the road. His captain, he told me, was the second person in the town, on which I desired to be conducted to him, being told that the governor was ill, and could not be seen. This gentleman, Captain Spikerman, received me with great humanity. I informed him of our distressed situation, and requested, that care might, without delay, be taken of those who were with me. He gave directions for their immediate reception at his own house, and he himself went to the governor to learn when I could see him.

I now desired my people to come on shore, which was as much as some of them could do, being hardly able to walk; however, they were helped to the house, and found a breakfast of tea and bread and butter provided.

A painter might have ably delineated the two groupes of figures, which, at this time, presented themselves to each other; an indifferent spectator would have been at a loss which most to admire, the eyes of famine sparkling at immediate relief, or the horror of our preservers at the sight of so many spectres, whose ghastly countenances, if the causes had been unknown, would rather have excited pity than terror. Our bodies were nothing but skin and bone, our limbs full of sores, and we

were clothed in rags. In this condition, with tears of joy and gratitude flowing down our cheeks, the people of Timor beheld us with a mixture of horror, surprise, and commiseration.

The governor, Mr William Adrian Van Este, notwithstanding extreme sickness, became so anxious about us, that I saw him before the appointed time. He received me with great affection, and gave me the fullest proof that he was possessed of every feeling belonging to a humane and good man. He said that he considered it the greatest blessing of his life that we had fallen under his protection, and though his infirmity was such, that he could not himself do the office of a friend, he would order us to be supplied with every thing. There was a house, which he regretted was the only uninhabited one at Coupang, that should be assigned to me, and my people should be kept either in the hospital, or in Captain Spikerman's ship.

On returning to Captain Spikerman's house, I found that every kind relief had been given to the latter; the surgeon had dressed their sores, and the cleaning of their persons had not been less attended to, several friendly gifts of apparel having been presented to them.

On examining the house meant for me, I found it ready prepared, with servants in waiting. But unwilling to be separated from my people, I allotted one room for myself, another for the master, surgeon, botanist, and gunner; a loft to the other officers, and an outer apartment to the men; a hall was common to the officers; and the men had a back piazza. The governor being informed of this arrangement, sent down chairs, tables, bedding, and other necessaries, for the use of every

one. When I took leave of him, he desired me to acquaint him with every thing of which I stood in need. But it was only at intervals that he had a few moments of ease, being then in a dying state, of an incurable disease. On this account, I transacted business with his son-in-law, Mr Wanjon, who was second in this place, and not Captain Spikerman.

At noon a plentiful dinner was brought to my people, and having seen every one make an abundant meal, I dined myself with Mr Wanjon. Rest and quiet, however, I considered as more necessary to the re-establishment of my health, and therefore soon retired to my room. But instead of rest, I began to reflect on our late sufferings, and the failure of the expedition; and above all, on the thanks due to God who had endowed us with power to endure such heavy calamities, and had enabled me at last to be the means of saving eighteen lives.

In times of difficulty, circumstances bearing hard on a commander will generally arise. In our late situation, it was not the least of my distresses to be constantly assailed with the melancholy demands of my people for an increase of allowance, which it grieved me to refuse. The quantity of provisions with which we left the ship, we could have consumed in five days. There was a necessity for observing the most rigid economy; and by invariably practising it, we had still, on our arrival, provisions for eleven days more, so that had we been unfortunate enough to have missed the Dutch settlement at Timor, we could on the same scanty allowance have proceeded to Java, where I was certain of supplies.

Another disagreeable circumstance to which

my situation exposed me, was the caprice of ignorant people. Had I been incapable of acting they would have carried the boat on shore as soon as we made Timor, without considering, that to land among the natives at a distance from the European settlement, might have been as dangerous as among any other Indians.

When I reflected how providentially our lives were saved at Tofoa, by the natives delaying their attack, and that with scarce any thing to support life we had crossed a sea of more than 1200 leagues in an open boat without shelter. When I reflected that in such stormy weather we escaped foundering, and that none of us were taken off by disease; that we passed the hostile natives of other countries without accident, and at last happily met the most friendly people to relieve our distress, I was enabled to bear with cheerfulness and resignation the failure of an expedition, the success of which I had so much at heart.

With respect to the preservation of health, during sixteen days of heavy and almost continual rain, I would recommend to every one in a similar situation the method we practised; which is, to dip his clothes in salt water as often as they become drenched with rain, and then wring them out. It was our only resource, and I believe that it was of the greatest service to us, for they then felt more like a change of dry clothes than can be well imagined. We had occasion to do this so often, that at length all our clothes were wrung to pieces; for except the few days we passed on the coast of New Holland, we were continually wet with either rain or sea.

Shortly after our arrival, I presented to the governor a formal account of the loss of the Bounty,

and a requisition in his majesty's name, that instructions might be sent to all the Dutch settlements to stop the ship if she made her appearance. Along with this, a complete descriptive list of the mutineers was given.

To secure our arrival at Batavia, in the island of Java, before the October fleet sailed for Europe, I gave public notice of my intention to hire a vessel to carry us thither. Several offers were made in consequence, but none that I thought reasonable, which determined me to purchase a small schooner in the road, 34 feet long. I gave 1000 rix-dollars for her and fitted her out for sea, under the name of his majesty's schooner Resource. Mr Wanjon obligingly supplied me with four brass swivels, and fourteen stand of small arms, as a loan, to be returned at Batavia. These were necessary, as the coast of Java is frequently infested with piratical vessels.

On the 20th of July I had the misfortune to lose Mr David Nelson, who died of an inflammatory fever. Since the time of our leaving New Holland he had been in a weak condition, and had lately taken cold from imprudently throwing off warm clothing. The loss of this honest man I very much lamented; he had with great care and diligence attended to the object for which he was sent out, and had always been ready to promote the good of the mission in which we were engaged. Next day after reading our funeral service, he was interred in the burying-ground behind the chapel, appropriated to the Europeans of the town. I regretted that I could get no tomb-stone to place over his remains.

This was the second voyage he had undertaken to the South Seas, having been sent out by Sir Jo-

seph Banks in Captain Cook's last voyage to collect seeds and plants; and now, after surmounting so many difficulties, and in the midst of thankfulness for his deliverance, he was called upon to pay the debt of nature at a time when least expected.

Our schooner being victualled and ready for sea, I took an affectionate leave of the inhabitants of Coupang, and sailed on the afternoon of the 20th of August, having the launch in tow which had so much contributed to our preservation.

The town of Coupang is situated in a great bay, which is an excellent road for shipping; it is the only settlement which the Dutch have in Timor: on the north side of the island is a Portuguese settlement. The natives in the neighbourhood of Coupang are extremely indolent, but those at a distance from the Europeans are strong and active.

The chief, or king of the island, resides about four miles from Coupang; I had an opportunity of making a visit to him, and was received with much civility. His dress was a cheque wrapper girded round his waist with a silk and gold belt, a loose linen jacket, and a coarse handkerchief about his head. A few of his chiefs were with him, who partook of a repast he had provided for us; after which, he retired for a short time with three of them, and on returning, presented me with a round plate of metal about four inches in diameter, on which was stamped the figure of a star.

On Sunday the sixth of September, we saw the high land of Cape Sandana, in the north-east part of Java, and on the 10th anchored off Passourwang, a Dutch settlement on the coast. Proceeding about a mile up the river on which it stands,

I landed at a small well-constructed fort, and met a friendly and polite reception from Mr Adrian Van Rye, the commandant.

We sailed next day, and anchored in Sourabaya road, where I was informed that I must not land or send a boat on shore; there being such a restriction on all strange vessels at their first arrival. I was received the following morning also with much civility and friendship, by the governor and commandant, and hospitably entertained by them. Sourabaya is one of the pleasantest places ever I saw; situated on the banks of a river, and a mile and a half from the shore. The interior parts of the country, near the mountains, are infested with a breed of fierce tygers, which makes travelling inland very dangerous.

We sailed on the 17th and made Samarang, a fortified town, surrounded by a wall and ditch. Next to Batavia, it is the most considerable settlement which the Dutch have in Jaya. From some of the inhabitants, the like civilities, as before, were renewed; and Mr Abegg the surgeon of the hospital, to whom we were indebted both for service and medicines, refused any gratification for them, thus imitating Mr Mar the surgeon at Coupang.

We sailed on the 26th from Samarang, with a galley mounting six swivels, which the governor had ordered to accompany us to Batavia, where we anchored on the first of October. There we found riding a Dutch man-of-war, and twenty sail of Dutch East India ships, besides many smaller vessels.

I accompanied the sabandar, an officer with whom strangers transact business, to pay my respects to the governor-general. Acquainting his

excellency with my situation, I requested that my people might be taken care of, and that we should be allowed to engage a passage to Europe in the first ship that sailed; and likewise desired permission to sell the schooner and launch. All this, he told me, should be granted. The sabandar wrote these requests into a formal petition to be presented to the council next day.

The hotel for the accommodation of strangers, is situated near the great river here in the most healthy part of the city. Nevertheless I found the air hot and suffocating, and was taken ill in the night with a severe pain in my head. Next day it increased, and a violent fever came on. I sent to acquaint the sabandar of my situation, and was soon visited by the head surgeon of the town hospital, by whose care the fever considerably abated in twenty-four hours, though the headach continued. Next, having desired leave of the governor to hire a house in the country, he gave orders for my being accommodated in that of the physician-general, Mr Sparling.

On the sixth of October I was carried about four miles from the city to Mr Sparling's house, which is near the convalescent hospital, where there were then 800 patients. However, I received no relief, and my indisposition increasing, Mr Sparling advised me to leave Batavia as speedily as possible, and represented the necessity of it to the governor-general. I was informed by his excellency, that the homeward bound ships were so much crowded that it would be impossible for all my people to go in one ship only.. Therefore, as a separation was unavoidable, I sent to request of the governor that I might be allowed to take a passage for myself in a packet about to sail for Europe, and also

for as many of my people as she could receive. In answer to this, I was informed that I and two more could be accommodated in the packet, as she was too small to admit of a greater number, but that I might rest assured of a passage being provided for those that remained by the earliest opportunities.

On Friday, the ninth, the General Elliott anchored in the road, having saved a quantity of treasure that was on board the Vansittart, one of our East Indiamen, which had been lost in the Straits of Banca.

Next day the Resource was sold by public auction to the highest bidder. The custom at Batavia is to begin high, and to lower the price until some person bids, and the first bidder is the buyer. She was accordingly put up at 2000 rix-dollars, but, to my great disappointment, no one offered to purchase before she was lowered to 295, at which she was sold to an Englishman, commanding a ship from Bengal. The launch was likewise sold. The services she had rendered made me feel great reluctance at parting with her, nor should I have done so, if I could have found a convenient opportunity of conveying her to Europe. An order of council imposed a duty on all vessels sold, with which I could by no means comply, thinking I had already sustained a sufficient loss in 705 rix-dollars, as the vessel had cost me 1000.

I agreed with the captain of the packet for a passage to Europe for myself, my clerk, and a servant, and embarked on the 16th of October. The packet was commanded by Captain Peter Couvret, and bound for Middleburgh. The governor promised that those of our company remaining behind should follow in the first ships,

and be as little divided as possible. I had previously authorized the master, Mr Fryer, to supply the men and officers left under his command with one month's pay, to enable them to purchase clothing for their passage to England.

I had been at great pains to bring living plants from Timor to Batavia, in six tubs; these, I thought, might be serviceable at the Cape of Good Hope, if brought no farther, but I had the mortification of being obliged to leave them all here behind me.

On the 18th we spoke with the Rambler, an American brig, bound from Boston to Batavia. After passing the Straits of Sunda, we steered to the northward of Cocos Isles, which Captain Couvret told me, are full of cocoa-nut trees; there is no anchorage near them, but good landing for boats.

Nothing worthy of remark occurred in the passage to the Cape of Good Hope, where we arrived on the 16th of December. There was a standing order by the Dutch East India Company, that no person who took a passage in any of their ships from Batavia for Europe, should be allowed to leave the ship before she reached the intended port; according to which regulation I must have gone to Holland in the packet. However, on my making use of the governor of Batavia's name, by his desire, to M. Vander Graaf, the governor of the Cape, he not only dispensed with the rule, but received me in the most polite and friendly manner.

We sailed from the Cape in company with the Astree, French frigate, and on the 21st saw Ascension Island. On the 13th of March 1790, the Bill of Portland was in sight, and on the evening of Sunday, the next day, I left the packet and was landed at the Isle of Wight.

Those of my people whom I had left at Batavia were provided with passages by the earliest ships, and were apparently in good health at the time we parted. Nevertheless, they all did not live to quit Batavia. One of the seamen, Thomas Hall, had died before my departure, and another, as also the master's-mate, within a fortnight after it. The hardships they had experienced rendered them unable to support so unhealthy a climate as that of Batavia. Of nineteen, who were forced by the mutineers into the launch, it pleased God that twelve should surmount the difficulties and dangers of the voyage, and live to revisit their native country.

WRECK OF THE PANDORA FRIGATE,

28TH AUGUST 1791.



Independent of the object of the preceding voyage being rendered abortive, so flagrant an act of insubordination could not pass unnoticed. The British government, therefore, having resolved to bring the mutineers to punishment, and also to obtain a survey of Endeavour Straits, for the purpose of facilitating the passage to Botany Bay, sent out the Pandora Frigate, of 24 guns and 160 men, under command of Captain Edwards, in the year 1790.

In January 1791 the Pandora passed the Straits of Magellan, and, on the 23d of March, anchored in Matavai Bay in the Island of Otaheite. At dawn next morning a native paddled on board, who informed Captain Edwards that several of the mutineers were still on the island, but that Mr Christian and nine men had long since left it in the Bounty, saying to the natives that Captain Cook was living, and that Captain Bligh had gone to settle at Whytutakee along with him.

A chosen party was quickly dispatched in quest of the mutineers, some of whom, however, immediately came on board when the Pandora anchored. But meantime others, who had sailed on an

expedition to the south-east of Otaheite, and reached the southernmost point of the island, obtained intelligence of what was passing, therefore they immediately put to sea again; while another part of them, gaining the heights of the island, claimed the protection of a chief. He, however, chose rather to prefer the party who had come in pursuit; and, though the mutineers at first testified a desire to resist, they speedily grounded their arms.

Being brought down to the coast, a prison was built on the quarter-deck of the Pandora, that they might be kept apart from the ship's company, and be in a place with free circulation of air. They were victualled in every respect in the same way as the rest of the ship's company, and had all the extra indulgences with which the crew were liberally supplied.

Many of the prisoners had married the daughters of the most respectable chiefs; their wives visited them daily, bringing their children, and supplying them with every delicacy they could procure. These interviews were most affecting to the spectator.

Here the Pandora's tender was put in commission, and, having sailed from Otaheite on the eighth of May, reached Whytutakee, but obtained no information of the rest of the mutineers. At Palmerston's Islands some of the yards and spars belonging to the Bounty were discovered, and a boat was sent to make a further search, but she never returned, and no probable conjecture of her fate could be formed.

Annamooka, where Captain Bligh had been treated with such barbarity, was twice visited, and a new island discovered on the eighth of August, from which a fleet of natives put off to attack the

ship. The natives were all armed with clubs, and, resting on their paddles, gave the war-whoop at stated periods, but some came on board, who proved great adepts at thieving. They were uncommonly strong and athletic, insomuch, that one fellow who was detected making off with booty, escaped the hold of five of the stoutest men in the ship, and leaped overboard with his prize.

The Pandora having reached Endeavour Straits nearly ran on a shoal, and other dangers appearing, a boat was sent out to discover whether there was a passage. A signal was made of such being found, but the tender having parted company, and the jolly-boat being lost, it was essential that this one should join the ship. She therefore lay to, and sounding, found fifty fathoms; the top-sails were filled, but, before the tacks were hauled on board, and the sails trimmed, she struck on a reef of rocks.

Every possible exertion was made to get the ship off by the sails, but these failing, the boats were hoisted over to carry out an anchor.* Before that could be done, however, the carpenter reported that she had made eighteen inches of water in five minutes, and, in a quarter of an hour more, there were nine feet water in the hold. All hands were immediately turned to the pumps, and to bale at the different hatchways, and some of the prisoners let out of irons to assist.

The wind blew violently, and the ship beat so hard on the rocks, that she was every minute expected to go to pieces; a dark and stormy night ensued, and the mariners, encompassed by rocks, shoals, and broken water, saw nothing but destruction before them.

About ten o'clock, however, the ship beat over

the reef, and the anchor was let go in fifteen fathoms. The guns were now ordered to be thrown overboard, and whatever hands could be spared from the pumps, were employed in thrumming a topsail to haul over the ship's bottom. One of the chain-pumps giving way, the water gained fast on the people: the topsail was abandoned, and every individual laboured at the pumps; for, should the vessel go down before morning, not a soul could be saved. She now took a heel, whereby some of the guns heaving overboard ran to leeward and crushed one man to death, and the fall of a spare-topmast killed another.

The people becoming faint at the pumps were continually cheered by their officers with the prospect of day soon breaking, and some refreshment was regularly served out to them. All behaved with the utmost intrepidity and obedience, and without shrinking from their respective posts; and, although the water came faster in at the gun-ports than the pumps could discharge it, they never swerved from their duty.

About half an hour before dawn, a council was held by the officers, when it was their unanimous opinion, that, as the ship was fast settling down in the water, nothing more could be done for her preservation. Spars, booms, hen-coops, and every thing buoyant, was therefore cast loose, that the men might have some chance to save themselves as she sunk, for the boats were at a distance on account of the high surf which was running. The prisoners were ordered to be freed of irons; and the ship, now taking a heavy heel, lay quite down on one side. At this moment one of the officers told the captain that she was going down, for the anchor on the bow was under water, and, bidding

him farewell, leapt overboard; the captain followed: and then the vessel, taking her last heel, while every one was scrambling to windward, sunk in an instant. The crew had just time to leap overboard, which they did, uttering a most dreadful yell.

The cries of the men drowning were at first awful in the extreme, but died away by degrees, as they became faint and sunk. In half an hour, or little more, the boats saved the rest of the survivors.

Morning then dawning, the sun shone out, and, when all the boats arrived at a small sandy key, about four miles distant, which afforded a place of refuge, it was found, on a muster, that thirty-five seamen and four prisoners had perished. The boats were hauled up whenever the strength of the people was a little recovered, and a guard put over the remaining prisoners. Providentially a small barrel of water, a keg of wine, some biscuit, and a few muskets and cartouch-boxes, had been thrown into a boat. But the heat of the sun and reflexion of the sand now became intolerable, and the quantity of salt water swallowed by the men, created the most parching thirst; excruciating tortures were endured, and one of the men went mad and died. Nothing from the cask, however, could be served out the first day, for, on calculation, it was found that only two small wine glasses of water could be allowed to each for sixteen days.

Immediate preparations were made to fit the boats for a voyage, and some necessary articles were procured from the part of the wreck above the surface. On the following day the pinnace, red-yawl, launch, and blue-yawl, set out on a voyage to Timor, carrying 110 persons.

As soon as they had embarked, oars were laid on the thwarts, forming a platform, so as to afford room for two tier of men. A pair of wooden scales were put into each boat, and a musquet.ball weight of bread served to each individual.

In this manner they entered on a long and dangerous voyage. Several islands were visited in hopes of refreshment, which was scantily obtained, and the lives of the people hazarded from the attacks of the savages. The boats were obliged to keep close together, the chief means of subsistence being in the launch. They towed each other in the night, and cast off the tow-line through the day. But the increasing height of the sea and haziness of the weather, obliged them to desist.

While the men were occupied in steering, they were often subject to a *coup de soleil*, for they were then prevented from wetting their shirts like their comrades, and putting them on their heads to alleviate the scorching heat of the sun. This method of wetting the body is not advisable, if protracted beyond three or four days, for after that time the great absorption from the skin, taints the fluids with the bitterness of salt water; so much so that the saliva becomes intolerable in the mouth.

The people at length neglected weighing their slender allowance, their mouths becoming so parched that few attempted to eat; and what was not claimed was returned to the general stock. Old people suffered much more than young, of which a particular instance was seen in a young boy, a midshipman, who sold his allowance of water two days for one allowance of bread. As the sufferings of the survivors increased, they became more cross and savage in temper.

On the morning of the 13th of September, the

island of Timor was seen, and the discoverer immediately rewarded with a glass of water; and though the access to the shore was dangerous, the boats ventured a passage through a high surf. Happily they succeeded, and having found a spring, drank copiously, and then reposed a few hours on the grass. Crowds of natives next coming down, an ample supply of provisions was obtained; and after making a repast, part spent the night on shore, and the remainder in the boats.

On the following morning, the whole embarked for Coupang, where the Dutch received them with the utmost kindness and hospitality, providing every thing for their comfort and satisfaction.

After a residence of five weeks, the survivors of the shipwreck embarked on board a Dutch East Indiaman for Batavia, carrying the prisoners, and several convicts along with them. A most tremendous storm arose, while passing the island of Flores, whereby every sail in the ship was shivered to pieces in a few minutes. All the pumps choked, and became useless, a leak gained rapidly on the crew, and the vessel was drifting down with great impetuosity towards a savage shore, about seven leagues under her lee. Dreadful thunder and lightning also prevailed, and the Dutch seamen, panic-struck, shrunk below, while the English took their place, and by manly exertion preserved the ship.

At Samarang, in the island of Java, the survivors of the shipwreck were agreeably surprised with the sight of the tender, which had so long been given up for lost. On the night of parting with the Pandora, she had been attacked by a regular body of savages in their canoes, who, after a bloody conflict, were repulsed with great loss. The ten-

der also experienced another attack when visiting some of the surrounding islands in quest of the Pandora, which rendered it necessary to be extremely cautious. Her crew suffered much distress from want of water, which was relieved by a Dutch vessel after they passed Endeavour Straits, and then they reached the island of Java.

The English next obtained a passage to the Cape of Good Hope, and thence to Holland, from whence they had soon the happiness of landing in their native country.

No satisfactory reason has ever been assigned for the mutiny in the Bounty, though, it is generally believed, that the genial soil and climate of the South Sea Islands, the courteous manners of the natives, and, above all, the blandishments of the females, proved irresistible to seamen, who had no prospect but toil and uncertainty before them. Otaheite is a spot peculiarly favoured by nature, and there the mutineers first designed to settle.

Immediately on Captain Bligh being turned adrift, Fletcher Christian, a young man of talents and respectable connexions, was chosen to command his comrades, and sailed for Otaheite. Most of the mutineers wished to remain on the island, but Christian persuaded them to form an establishment on the island of Toobonai, ninety leagues to the southward, as less exposed to the visits of Europeans. However, it proved deficient in live stock, which induced them to return to Otaheite, where every thing that could be desired was obtained from the friendly natives, and the Bounty sailed again in 1789. Eleven females and several men, accompanied the mutineers, and they took

their stores and stock on shore, meaning to destroy the vessel.

The conduct of the mutineers was ill calculated to gain the approbation of the islanders; they were ready to seize on the women, became unruly, and divided among themselves, and at length determined to carry off the stock again. At this time the natives began to understand its value, and were unwilling to see the animals collected and removed; therefore dissensions arose, which terminated in a pitched encounter, when one hundred of them were killed. Despairing of forming an establishment here, the mutineers embarked, and soon reached Otaheite; Christian became very melancholy during the passage; he would scarce speak to any of his comrades, and confined himself to his cabin. Those who wished it now went ashore.

But some of the crew having resolved to seize on Christian, or the ship, a favourite female disclosed the conspiracy to him, whence he cut his cable in the night, and put to sea with nine of the mutineers and several natives. He sailed for Pitcairn's Island, lying in 25° 2' south latitude, and 130° west longitude, where he run the ship ashore, and broke her up in 1790. Soon afterwards he became insane, and threw himself into the sea.

All the nine men had taken wives from Otaheite, and six men for servants, but about the year 1794, it is said the latter secretly revolted and killed the whole seamen, excepting one. Their wives, however, put the murderers to death, thus leaving the seaman, whose name was Alexander Smith, the single man alive in the island. Their children, nevertheless, grew up, and Smith instilled religious and moral principles into them,

as also taught them English. In 1810 the population was about thirty-five persons.

As several-well disposed individuals of the Bounty's crew had been compelled to join the mutineers, because their services were required, they adopted industrious habits on reaching Otaheite. Conquering many obstacles in finding timber and necessary articles, they contrived to build a schooner of the size of a Gravesend passage-boat. One named Churchill, who had been master-at-arms, and very active in the mutiny, was invited by a chief to reside with him, and his patron dying soon after, without children, according to the customs of the island he inherited his territory; but unfortunately, another called Thomson, a rude and brutal seaman, envying his preferment, took an opportunity of shooting him. The natives, however, revenged the murder of their new chief by stoning Thomson to death. The others continued to participate in the wars of the Otaheitans, and partly adopted their manners, when the Pandora arrived. This was a deadly blow to all their prospects, and they at length found no alternative but submission. But the connections which had been formed, were productive of the most distressing circumstances, of which a noted instance is told.

A midshipman who had joined the mutineers, married the daughter of an Otaheitan chief, and both lived at his residence in the happiest state of conjugal affection. When the Pandora arrived, a beautiful female infant, the fruits of their union, was still at its mother's breast, but the offender alone was seized, and secured in irons on board of the vessel. Frantic with grief, the unhappy wife procured a canoe, and, with her infant in her arms,

hastened to her husband. So painful and tender a scene ensued, that the officers beholding it were altogether overwhelmed, and the unfortunate youth himself intreated that she might not again be received in the vessel. But it required violence to separate her from him, and she was conveyed ashore in a state of distraction. The pang was too great; withheld from her husband, the poor victim sunk into the deepest dejection, she lost all relish for life, and after pining two months under a rapid decay, died of a broken heart.

Fourteen people were seized and carried away by the Pandora, four of whom were drowned when she was wrecked. Four of the remainder were acquitted on trial, after being brought to England, as having had no share in the mutiny; a fifth was discharged after conviction, from some informality in his trial; three were pardoned and employed in the navy; and the other three were executed at Spithead.

Captain Bligh afterwards made a successful voyage in the Providence, and fulfilled the object of his original mission.

LOSS OF THE WINTERTON

EAST INDIAMAN, NEAR THE COAST OF MADAGASCAR, 20TH AUGUST 1792.



THE following narrative affords sea-faring men a convincing example of the necessity of incessant vigilance, and the danger of putting the smallest faith in conjecture. Of what importance is it advancing a few leagues during the night, of thousands that must be traversed in a voyage, while the indulgence of such impatience may prove the wreck of a vessel, and the destruction of hundreds of lives*?

"We took our departure from England," says the author of the narrative, "in the spring of 1792, with every favourable circumstance that could flatter our expectations, for our ship was both roomy and sound, and the crew, to their honour be it spoken, was as orderly as any that ever undertook a voyage to India. Our commander, Captain Dundas, had experience, and had also previously sailed to India in the same capacity; he was diligent, punctual, and a good seaman, which should obliterate all reflections on the misfortune to which he fell the first victim.

* The materials for the narrative of this shipwreck were transmitted from India to England, by Mr John Dale, third mate of the Winterton; and arranged for publication by some of the gentlemen about the India House.

Nothing worthy of being mentioned occurred on our passage to the Cape, where we arrived on the 20th of July, and remained until the first of August. Having then completed our water and other necessaries, we sailed at day-light with a fresh breeze, which continued two days, when the wind became variable, but soon returned to its original point.

Captain Dundas, on leaving the Cape, designed taking the outward passage to India, but the winds obliged him to deviate from his original purpose, and on the 10th he bore away for the Mozambique Channel. Being baffled for some days with light variable winds and calms, our progress was inconsiderable, but on Sunday the 19th a south-west breeze sprung up, which we had reason to believe was the regular monsoon, as, to the best of my recollection, the ship was in 25° of south latitude.

Captain Dundas wished to make the island of Madagascar, somewhere near St Augustine's bay, before standing to the northward, in order to avoid the Bassas de Indias, a shoal uncertainly laid down in our charts. With a view to this, we steered east by compass, from noon of the 19th until midnight, when I relieved the second officer. The captain was then on deck, and altered the course to E. N. E. He had two time-pieces, one of which had served him in his former voyage, and by it he had constantly made the land with the greatest degree of exactness. From these, and from several sets of lunar observations taken four days before, the whole of which were in coincidence with the time-pieces, he, at midnight, concluded with confidence that he was eighty miles from the nearest part of the coast.

From midnight till two in the morning, we steer-

ed E. N. E. when the captain came again on deck, and observing the lower steering-sail to lift, ordered me to keep the ship N. E. by E. The wind at that time was S. S. E. a moderate breeze, the ship going six knots an hour, and the night clear with star-light.

Every possible attention was paid to the look-out, Captain Dundas with a night-glass looking carefully in the direction of the land; but so perfectly was he satisfied of the correctness of his time-pieces, that he never mentioned sounding. A little before three o'clock, he pointed out to me the ship's place on a chart, which was then upwards of 60 miles from the land, and when he left the deck at three, directed me to steer N. E. He at the same time observed, that on that course we could not make more than six miles of easting before day-light, and that if we were nearer the land than he supposed, it was impossible to avoid seeing it before any accident could happen.

He had not been off the deck above seven or eight minutes, when the ship struck, going between six and seven knots. The shock was scarce perceptible, except to the man at the helm; the water was perfectly smooth; no breakers or surf were heard; and notwithstanding the clearness of the horizon, the land was not discernible. Thus circumstanced, it being then new moon, and high water, was particularly unfortunate.

The jolly-boat and yawl were immediately got out, and found five fathom water not an hundred yards a-stern; the sails were immediately thrown aback, and every effort made to get the ship off, though without success. The kedge-anchor, with a nine inch hawser, were then carried out into five fathom, by which we ineffectually strove to heave

her off. In the next place, the sails were handed, the top-gallant yards and masts struck, the long-boat got out, the booms rafted alongside, and the upper-deck entirely cleared.

Day-light now disclosed our situation to us; we found the ship was on a reef of rocks, about six miles from the land. Within the outer reef, and nearly half-way to the shore was another, which at high-water was covered.

That on which the Winterton struck, extended as far to the northward as we could see, and to the southward nearly the length of St Augustine's Bay. As the water ebbed, the ship beat violently, and began to leak, whence a party of recruits on board were set to the pumps, where they continued as long as they could be of service. By eight o'clock the rudder was beat off; the sheathing came up alongside, and there were only eight feet water under the bows, but as the vessel then lay quiet, we entertained hopes of being able to get her off with the next high tide.

After breakfast I was ordered on the gun-deck, to get the guns overboard, which were taken one at a time by the long-boat, and dropped at some distance from the ship, that she might not strike on them when she should again be elevated by the tide. At the same time a party was employed on deck in heaving up the rudder, and securing it alongside. I had got about half the guns away when the sea-breeze setting in fresh, occasioned such a surf, that the boats could not continue along-side. However, we kept lightening the ship, by throwing overboard such heavy articles as would float, and at three o'clock in the afternoon, when high-water, we made every exertion, but in vain, to heave the ship off. Probably it was fortunate for

us that our attempts were frustrated, as by this time the leak had gained so much on the pumps, that, had we succeeded, we should have found it impossible to keep the ship afloat, and she must consequently have foundered in deep water.

Finding the vessel irrecoverably lost, an object of the utmost interest was the safety of the crew and passengers; and that so important an end might be accomplished, as well as surrounding difficulties would admit, every thing was done to keep the ship together as long as possible. The masts were cut away, by which she was much relieved; and those spars that were saved from the effects of a heavy surf, were stored up for the purpose of constructing rafts.

Our situation was now truly melancholy. The ship was likely to float a wreck, for all our endeavours could but prove abortive, while circumstances combined so much against us; yet we resolved to do our best. We therefore collected together a quantity of beef, bread, liquors, with other articles, some barrels of gunpowder, muskets, and whatever was judged most necessary, and put them into the long-boat. That no lives might be lost through the unhappy infatuation of intoxication, to which sailors are prone in such an awful condition, every cask of spirits that could be reached was staved.

At sunset, the yawl, with the second mate and purser, was sent on shore to seek a convenient place for landing, and the other boats with people to watch them, were moored astern of the ship, for the night, at such distance as was judged sufficiently clear of the surf.

Captain Dundas observed the latitude at noon, and found the place where the ship lay was about 63 miles north of St Augustine's Bay, in the island

of Madagascar. In the course of the evening he assembled the people together, and addressed them in a short speech, acquainting them with the situation of the ship, the route they were to take after getting ashore, the great probability of meeting a ship at St Augustine's Bay; and above all, he insisted on the absolute necessity of their paying the strictest attention and obedience to the command of their officers. He, at the same time, assured them of his assistance and advice, and declared that it was not less his duty than his inclination to abide by the ship, until he was convinced of the possibility of every one getting ashore.

This manly and exhilarating address did not fail of producing an adequate effect in the minds of those to whom it was directed; and it was returned with three cheers, and their united affirmations of a desire to acquiesce at all times in the commands of Captain Dundas and his officers.

About midnight a general alarm was excited by the cries of people in distress, and on repairing to the deck, we had the mortification to see our three boats dashed to pieces by the violence of the surf. The wind had increased during the night, and occasioned it to break much farther out than we expected. With mingled sentiments of anguish and horror, we beheld the poor fellows in the boats struggling to reach the ship, while the height of the surf seemed to preclude all possibility of it. By the greatest exertions of those on board, only three out of ten could be saved; some in the instant of grasping a rope, were drove far out of sight, and met inevitable death.

We were thus deprived of the only probable means of getting on shore, while, at the same time, the ship beat so heavy on the rocks, that many

considered it doubtful whether she would hold together till morning. The trepidation under which we passed the few hours of darkness, can better be conceived than described; the horrors of the night were increased by ignorance of our true situation, and we afterwards found that we did not even know the real extent of our danger.

At day-light, on the twenty-first, we set about making rafts of what planks and spars were in our possession, and let the cables overboard, to get at some that were on the orlop deck; we also cut the beams of the poop, sheared the deck up, and got it ready for a raft.

The yawl rowed off with extreme difficulty about nine o'clock, through an immense surf, and soon afterwards came within hail, but she was desired to keep at a distance, as it was unsafe to come alongside. Her people reported that the beach was everywhere alike, and, as far as they had seen, covered with an immense surf; she then returned to the shore, and nothing more of her was seen for several days.

Three or four rafts left the ship in the forenoon, with nearly eighty people, who got safe on shore.

The accidents which had occurred to the boats, rendered the situation of those remaining on board extremely precarious; and exciting the strong and irresistible feeling of self-preservation in every breast, made Captain Dundas waver from his original declaration to the men. He, therefore, at this critical moment expressed his wish to accompany the ladies who were on board to the shore, whose forlorn condition he might have had it in his power, in some degree to alleviate. But from this intention he suffered himself to be diverted, and was persuaded to remain on board.

This day the sea-breeze was much stronger than before, consequently the surf became much heavier. In the evening it increased so violently as to part the hawser which held the ship stern-to; and about sunset,* she drove with her broadside on the rocks, where the sea made a breach entirely over her. At seven she parted at the chest-tree, when every body crowded on the quarter-deck and poop. At this juncture I saw Captain Dundas, for the last time, on the poop, with the ladies. Mr Chambers, the first mate, though repeatedly urged to save his life, remained inactive, declaring that he was sensible all his efforts would be vain; and with perfect resignation to his fate, requested every one to watch over his own safety.

The ship soon after broke up, when amidst a scene of horror and destruction, I left the wreck along with the fourth and fifth mate, and was quickly wafted beyond the piercing cries of misery, issuing from nearly two hundred people. Having drove all night, in the supposition that we should soon get on shore, we found ourselves miserably disappointed on the approach of daylight, when we could see no land. Knowing, however, how it lay, we laboured hard, and about three o'clock on the 22d got on shore.

Proceeding to the southward, we found the poop, which had driven ashore with sixty people on it, among whom were five of the ladies, and several gentlemen. All, but particularly the former, from the variety of distress they had undergone, were the objects of pity and commiseration; they could not give any account of the captain, but I have since learned from the carpenter, that after the poop separated, the starboard side of the deck floated

broadside up, and Captain Dundas was washed through the quarter-gallery, and seen no more.

The rest of the people got to the land, some on small pieces of the wreck, which drifted nearer in shore: others in canoes, with which the natives came off to plunder the remains of the vessel, but it was not till Sunday the 26th, that the last of them landed. Many things drove on the beach; but the natives secured whatever was of any value, threatening all with death who attempted to oppose them, and at every opportunity they plundered and stripped our people.

The disposition of the natives, added to the loss of our boats, rendered it impossible to save any part of the treasure or cargo. Captain Dundas, Mr Chambers, seamen and soldiers, and three young ladies, to the number of forty-eight, were drowned. The whole of the survivors in a few days arrived at Tulliar, the residence of the king of Baba, to whom every praise and credit is due for his kind and humane treatment of us from our first arrival.

For some days we remained in a state of the most anxious suspense for the fate of the yawl; it was on her safety alone, that we could found the most distant hope of relief, because the season was so far advanced as to preclude the probability of any vessel touching at St Augustine's Bay, until next year. Her arrival at length in the river of Tulliar, relieved us from the most painful anxiety; we got her up to the town, and kept a guard over her, to prevent the natives from setting her on fire, which they would certainly have done for the iron-work, had it been at any distance from the king's residence.

It was agreed at a consultation of officers, that

I should go to Mozambique to procure a vessel, and that every person should exert himself to enlarge the yawl, and get her in readiness as soon as possible. But from want of tools and other conveniences, the carpenters were unable to do more than put a false keel upon her, and, with the burthen-board, raised her about five inches forwards. With respect to sails, we managed tolerably well; and most fortunately a compass had been put into the boat on the evening of the 20th of August, and a quadrant had been picked up on the beach. But we could not preserve a chart, or a single book of navigation; a small geographical grammar, which I obtained from one of the soldiers, was at last the means of our preservation.

By the 12th of September, having got every thing ready, I sailed from Tulliar Bay, the fourth officer and four seamen being with me, as also Mr de Sousa, a passenger, who offered to accompany me, from his knowledge of the Portuguese language. For two days we made pretty good progress to the northward, having pleasant westerly winds; but then the wind shifted, and never afterwards became fair. What added considerably to our disappointment, was our small stock of provisions, which consisted of cakes made of Indian corn, and beef, proving entirely rotten and magoty; so that our whole subsistence was some raw sweet potatoes and sugar-cane, with half a pint of water to each man daily. Though we had originally twenty-five gallons at sailing, great part of it kept in calabashes was lost from their breaking by the motion of the boat.

Thus situated, we made the coast of Africa on the 20th of September, nearly in 18° of south latitude; for the currents had set us considerably

farther west than we had imagined. For three days we endeavoured to get to the northward, but could gain nothing, because the wind kept constantly adverse; and by that time having a very slender stock of water remaining, we judged it imprudent to persist any longer in the design of reaching Mozambique in our present condition. Accordingly we bore away for Sofala, a Portuguese settlement, in 20° 30′ south latitude, to which our little book directed us.

Now when abandoning our design of going to Mozambique, we were only twenty miles from a sea-port called Killeman, where vessels are at all times loading for that capital. But we were unluckily ignorant of the fact, for the sole book of charts saved from the wreck wanted only a single chart, which, by a strange adversity of fortune, was the one most wanted, namely, that of the Mozambique Channel. Had the truth been known to us, we should have had the means of procuring immediate relief for our distressed shipmates, and thereby prevented the loss of many lives. Nothing less than the dread of absolute starving would have induced us to land on any part of the coast, though we afterwards found our apprehensions imaginary; although the Portuguese have endeavoured to instil into the minds of the natives, the barbarous idea that all other European nations are cannibals, and do not scruple to eat black people.

In the course of our run for Sofala, we put into two rivers, in both of which we imagined it lay. Meeting some inhabitants in the second who spoke Portuguese, they advised us to apprize the governor of our desire to reach that place; we did so, and he instantly dispatched a letter, with a most seasonable supply of provisions, and a pilot

to conduct us into Sofala, where we arrived on the 29th of September. By means of Mr de Sousa, we made the governor fully acquainted with the unhappy disaster that had befallen us, and at the same time requested his advice and assistance concerning what manner it would be proper for us to act. His reception of us was kind and humane; he desired us to think of nothing for a few days but of recruiting ourselves, and at the same time furnished us with clothes, which he observed our situation so much required. Still there was a reserve in his manner for which we could not account. I am inclined to think, and we were all of the same opinion, that he certainly doubted our veracity, taking us for part of the crew of some French ship come to kidnap the natives, a practice, as I have been informed, not uncommon with that nation; though our ragged and squalid appearance by no means justified such an apprehension.

In a little time, however, these suspicions vanished, and then he informed us of the state of the place,—that only one vessel, which had sailed about a month before, and would not return till June, came there annually. He said that as the north-east monsoon was set in, it would be impracticable to reach Mozambique at that time, but he would give us guides if we chose, and what was necessary to undertake a journey to Lenna, an inland settlement belonging to the Portuguese, from which we might have an opportunity of getting to the capital. However, he represented the undertaking in so unfavourable a light, together with the length of time likely to intervene before any opportunity might occur of proceeding further, that on mature deliberation we abandoned all thoughts

of it. Our attention was then directed to a boat in his possession, about the size of an Indiaman's long boat, and made an application for it; but the governor made some scruple on account of payment, which was soon set aside by our offering to grant a bill on the East India Company for the amount. This he declined, and at length gave us the boat.

We intended to proceed to De Lagoa Bay, which, with moderate winds, we might have accomplished in a week; we knew that at this time of the year some South Sea ships must have been there, as forty or fifty commonly arrive annually. Were we so fortunate as effect our object, it would have been an easy matter to engage one, or, if necessary, two, to transport our people from Madagascar to the Cape of Good Hope, for which place I was instructed to procure a vessel, had I reached Mozambique. In case we should not have succeeded in the first project, we determined to make for the Cape, and, most probably, some ship would have picked us up before reaching it.

Many people, I am aware, will condemn this, as a rash undertaking; but when the motive, and also the alternative, are viewed, perhaps we may stand excused.

Having, through means of the governor, procured every thing requisite for our voyage, we sailed on the 12th of October, but ill luck still hung over us. We had been only three days at sea, with constant foul winds, and had not proceeded more than forty miles, when our boat proved so extremely leaky, that with our utmost exertions we could scarcely keep above water. I will not attempt to describe our various and frequent escapes from the imminent danger we experienced

until regaining Sofala, which was not until the 20th of October, though at so short a distance.

Our reception was now widely different from what had attended our first arrival. The governor scarcely deigning to speak to us, sent for me and Mr Wilton, the fourth officer, and without ever inquiring into the reason of our putting back, or into what difficulties we had experienced, gave us to understand that he was preparing to dispatch some letters to Killeman, and that we must immediately prepare to accompany the person who was to carry them. It was in vain that we represented our debilitated and sickly state, arising from the various and unremitting fatigues that we had lately undergone; it was in vain that we urged the necessity of rest to repair our broken constitutions; he was inexorable. We next applied to him for some kind of conveyance; when he offered a sort of palanquin to us two officers, but positively refused any assistance to Mr de Souza, or the seamen. This was rejected with indignation: and having provided ourselves with some cloth to purchase subsistence on our journey, we left Sofala on the first of November.

I was totally at a loss to account for conduct so repugnant to the principles of humanity, and being directly opposite to what we experienced at other Portuguese settlements, nothing should have induced me to mention it, but a due regard to truth and impartiality. My subsequent knowledge of his character removed my surprise at this inhospitable behaviour, because it appeared that such acts were congenial with his nature.

Against the twentieth of November, we had travelled above two hundred miles through a miserable tract of country, very thinly inhabited, which

might perhaps result from the slave trade at Mozambique. Sometimes neither a hut nor a creature was to be seen in the course of forty miles. The precautions we took of surrounding ourselves at night with fire, prevented any accident from the numerous wild beasts, with which the country abounds. But now the excessive heat of the climate, added to the fatigue we had suffered, totally overpowered us, and for a fortnight we remained in the most deplorable state, when the governor of Lenna hearing we were on the way, dispatched palanquins for us. We arrived there on the sixth of December, where every care and attention was paid to us, and we received what medical assistance the place afforded. Nevertheless, two of the seamen, and Mr Wilton, a most worthy, active, and able young officer, died during our residence.

On the first notice of a vessel being ready to sail, the remainder of the party left Lenna, and arrived in a few days at Killeman. There we embarked on board a sloop, and on the 12th of February 1793, M. de Souza and myself reached Mozambique, five months after sailing from Madagascar.

On our arrival, we immediately waited on the governor, and detailed to him the loss of the Winterton, as well as every circumstance that had occurred since our departure from the island of Madagascar. I likewise informed him, that I had been deputed by my unfortunate friends and shipmates, to solicit the aid of the Mozambique government, and requested him, as much in an official as an individual capacity, to send a vessel for the relief of those in whose behalf I intreated his assistance. The governor answered, that he felt

every inclination to relieve my companions, but was prevented from fulfilling his intentions on account of no ship belonging to her Majesty the Queen of Portugal being in the harbour. In this situation of affairs, I judged myself empowered, from my official employment, to freight a private vessel to the island of Madagascar; and the liberal conduct of the governor enabled me speedily to equip her for the intended voyage.

As a French vessel was about to sail for the Mauritius, on board of which M. de Souza intended to take his passage, I embraced the opportunity of intrusting to his care official letters to the East India Company, as well as to the different Presidencies in India. I there stated the melancholy loss of the Winterton, and the exertions that had been made to alleviate the sufferings of the survivors, and to lessen the burden of those sorrows in which I had left them involved.

On the first of March I sailed from Mozambique, and after a tedious passage of twenty-three days, anchored in St Augustine's Bay, in Madagascar. I immediately repaired to Tulliar, to apprize my unfortunate companions that a vessel was arrived and ready for their reception. But the miserable state in which I found them, my abilities are unable to depict. Oppressed with mental affliction, their calamities had increased by the appearance of a contagious fever. Being destitute of the means of mitigating its effects by medicines, and void of the necessaries of life, the number of the people, including passengers, was reduced to 130, though nearly twice as many escaped from the wreck.

Under circumstances so peculiarly severe, it was ten days before the embarkation of the survivors was completed, though I used all my exertions to

expedite so desirable an event. With this unhappy remnant of my friends, I sailed from Madagascar on the third of April, and on the eleventh reached Mozambique, losing seven people by the way.

I should be wanting in gratitude, as well as deficient in respect to truth, had I not represented to the East India Company the flattering reception which we met with from the governor and inhabitants of Mosambique. They surveyed our forlorn condition with sentiments that did honour to their humanity, prepared an hospital for the reception of our sick, and vied with each other in every soothing attention to the ladies. Although the former received all the medical assistance which could possibly be procured, the establishment of their health was retarded by the insalubrious climate of Mozambique; and during a stay of two months there, about thirty of my companions died, while I had the mortification to observe that the sickness of the survivors continued.

As no ship belonging to the government of Portugal had arrived in the harbour, the governor was equally unable as before to produce a vessel for our conveyance. Therefore, in conjunction with Mr Dun, purser of the Winterton, and Lieutenant Brownrigg of the 75th regiment, I was reduced to the alternative of again freighting a private vessel, in name of the East India Company, in order to transport us to Madras.

On the tenth of June we took our leave of Mozambique, and on the thirteenth anchored at Johanna, with the design of procuring provisions, and furnishing ourselves with other conveniencies. These things being attained, we left the island on the nineteenth, after experiencing from its gener-

ous inhabitants whatever aid was in their power and which humanity could dictate.

It was now that we concluded every difficulty surmounted, and a fond but delusive hope dawning on our minds, led us to anticipate a safe and expeditious passage to Madras. But when in 5° 40′ north latitude, and 63° east longitude, we were captured by *le Mutin* French privateer, from the Isle of France. We were entirely ignorant that hostilities had commenced between France and Great Britain, which increased our vexatious disappointments.

The people of the privateer took Lieutenant Brownrigg, myself, and twenty-two seamen and soldiers on board their vessel, and put an officer with some of their own men into our ship, ordering them to conduct her to the Mauritius. The privateer afterwards proceeded on her cruise, and on the fifteenth of July entered the road of Tutecorin, where she engaged the Ceylon, a Dutch Indiaman, Captain Munth, but, after an action of about a quarter of an hour, was captured.

Being again set at liberty by this incident, I repaired to Pallamcotah, whither in a short time an order came to prepare a boat for our conveyance to Madras. I arrived there on the twentieth of August 1793, twelve months after our unfortunate shipwreck."

Madagascar is a large island, the shores and vicinity of which have often been fatal to the mariner. Though well adapted in many places for European settlements, it is still imperfectly explored, and the French are the only nation that have formed establishments upon it. The natives are less cruel and treacherous than other Africans,

and are said to pay a religious regard to promises and engagements. They are under the government of chiefs who carry on wars with each other, and sometimes with the Europeans of the settlements; but, in general, they are well disposed to traffic with ships touching at the island, and bring abundant supplies to the coast. The oath of alliance or friendship between two persons, is accompanied by singular ceremonies; they pledge themselves to give mutual protection and assistance, and as an evidence to be preserved in remembrance seal it with their blood. Each scarifies his breast, and lets several drops of blood fall into a vessel of brandy; a ball and gun-flint are next put into the same vessel, and each dips the point of his lance in the liquid; after this both swallow part of it, and then mutually embrace each other.

The situation and fertility of Madagascar render it well deserving the notice of this nation, by which it has hitherto been altogether neglected.

HARDSHIPS SUFFERED

BY DAVID WOODARD, AND FIVE SEAMEN, ON SEPARATION FROM AN AMERICAN VESSEL, 1793.

DAVID Woodard sailed as chief mate in the American ship Enterprise, Captain Hubbard, on the 20th of January 1793, bound from Batavia to Manilla. Passing through the Straits of Macassar, they found the wind northerly, and a current to the south; and both being against the ship, she was obliged to beat up the Straits six weeks, during which time the people fell short of provisions.

A vessel having appeared at about four leagues distance, Captain Hubbard desired Woodard to take the boat and go on board of her, to purchase some provisions; and he accordingly, on the first of March, departed along with five seamen, William Gideon, John Cole, a lad, Archibald Millar, Robert Gilbert, and George Williams. They had neither water, provisions, nor a compass in the boat, and the only articles carried with them, were an axe, a boat-hook, two pocket-knives, a useless gun, and forty dollars.

They reached the vessel, which proved a country ship, towards sunset, when they had a strong squall from the land, attended with heavy rains, which prevented them from seeing their own ship.

The captain, on being applied to for provisions, informed Woodard, that he had none, at least what was but sufficient to last him for one month; and said, that he was himself bound to China. However, as it was quite dark, he invited him to remain on board until morning, to which Woodard readily consented, thinking it a great chance if he found his own vessel in the dark.

It rained all night, and blew a fresh breeze from the southward In the morning they were still in the same place, the land bearing as it did in the preceding evening, while a strong current set to the southward. The Enterprise was out of sight even from the mast head, and there was a fair wind for her going through the Straits of Macassar. As the country ship was making the best of her way for China, Woodard did not think it prudent to stay any longer; and being treated very coolly, he called the sailors, and asked them if they were willing to leave this ship, and go in quest of their own, which they all with one voice cheerfully assented to.

Woodard accordingly hauled up his boat, then astern, when the chief officer of the ship told him he thought it a very great chance if ever he found his own vessel again. All the things being put into the boat, Woodard asked the captain for twelve musket-cartridges, which he gave him, and also a round bottle of brandy, but neither water nor provisions of any sort.

He and his companions left the country ship about twelve o'clock on the second of March, being in latitude of nine minutes south of the line, and continued their course to the southward, in hopes of coming in sight of their own vessel again. They rowed and sailed the whole day, and till twelve at

night, when drawing near an island, they consider-ed it expedient to go ashore, and get fresh water.

Immediately on landing, they made a very large fire, in hopes that the vessel might observe it; and in the morning went to the highest part of the island, but could see nothing of her. Having found neither water nor provisions, they set off again in the boat, and continued their course in the middle of the Straits for six days longer, without going on shore, or tasting either food or drink, except the bottle of brandy. A heavy squall from the south-west, in which the boat narrowly escaped foundering, forced them to keep her before the wind; and when the squall abated, they had the shore of Celebes clearly in sight. Here they all agreed to land in quest of provisions, and then proceed to Macassar, which, at that time, they conceived to lie somewhere about three degrees to the southward.

They rowed towards the shore the remaining part of the day, and nearly all night, when having got pretty near, they thought it prudent to wait for day-light. In the morning, they observed two prows close under the land, towards which they joyfully directed their course; but on approach-ing them, found the people on board putting them-selves into a state of defence, lashing both their prows together, and getting up large bundles of bamboo spears. Though exhausted with hunger and fatigue, Woodard and his companions were not discouraged, and soon came alongside, when he made them understand by signs, for he could not speak the language, that he wanted to buy some provisions. They immediately expressed that he should have some, asking, at the same time, where his ship was; to which he said she

was at a little distance at sea. The Malays perceiving no arms in the boat, began to put on their creeses, which are steel daggers, with short handles, about two feet long, and a little waved towards the point.

Woodard still continued soliciting them for provisions, either Indian corn or cocoa-nuts, which the Malays absolutely refused. Three of his lads leapt on board the first prow to beg some Indian corn, and they got three or four small ears; at the same time he offered the chief a dollar for two cocoa-nuts, which he promised to let him have. However, after receiving the dollar, he refused them, and came with another man directly into the boat, and pulled up his shirt to feel for money, at the same time drawing his dagger. Woodard alarmed at the danger, took up the axe to defend himself, and refused to give it to the Malay who asked for it. He then ordered the man in the bow of his boat, instantly to cast her off, which the two Malays observing, made towards their prow. Before the boat was clear of her, the captain or chief reached a pistol from the stern of his own prow, to shoot at Woodard and his people. The boat being then just in the act of casting off, the Malay with his man was obliged to leap into his prow, where he took up a musket and presented it at Woodard, but fortunately it missed fire. As every moment increased their distance, he got some way off before the Malay could fire, which he did, without the shot taking effect.

Soon after the prows parted, when Woodard directed his course towards the second, in hopes of relief, but those on board immediately cried out not to come to them. Thus the boat forsook both prows, and quickly made for the shore in quest of

provisions and water, which the people stood greatly in need of, as their situation was become quite desperate.

Woodard landed, accompanied with one man, leaving the other four in the boat, with orders to let nothing come alongside. Soon afterwards they saw both the prows come to an anchor, and send off the canoes they had with them, with six hands armed and fit for battle, when Woodard immediately ran to his boat and shoved her off. The Malays cried out, saying they had Indian corn for him; but conceiving their intention to detain him on shore, take possession of the boat, and massacre the crew, he stood off, and went about four miles to the northward round a point of land, and landed out of sight of the prows, where there was great plenty of cocoa-nut trees. He left two hands in the boat, and went with the other three to the trees; however, their weak condition disabled them from climbing, whence they were obliged to cut them down. The axe proved extremely serviceable, first, in saving Woodard's life in the boat, and, secondly, in providing the means of preservation. After cutting down three trees for sea-stock, and growing quite tired, Archibald Millar told Woodard, as neither of the lads who were with him were able to use the axe, he would go to the boat and let one of the two men left in it, who could handle the axe, come to his assistance. Both therefore left it and joined him, while Millar staid in the boat.

By this time Woodard had nearly cut down the fourth tree, and as it was falling, he heard Millar, who was taking care of the boat, scream aloud in the bitterest manner. He immediately answered, and ran to his assistance. On arriving at the

beach, he saw the boat off at some distance full of Malays, but observing nothing of Millar, he ran to the water's edge, and supposing that he was in the boat, called to him. Receiving no answer, he conceived that they had carried him off, along with all the little stores and provisions in the boat, and thus deprived them of the only means of escape.

On turning round, however, Woodard perceived the poor fellow just at his feet, lying on his back at the edge of the water, with his throat cut and two cuts on his body, one on his right side between the ribs, and the other on his right leg; his left hand lay on his breast, and his right by his side. Woodard severely shocked at this event, was in doubt how soon he and his companions might be treated in the same manner, as they were discovered in a country unknown to them, and had every thing to dread from the savage Malays. The very men who had taken the boat, were the same who had landed in the canoes from the prows, and coming across the neck of land, had waited there until they found an opportunity of carrying it off.

He then hastened to the four men and fled with them to the mountains, after having lost their boat, their money, and most of their clothes. The remaining part of the day they concealed themselves among the dry leaves, entertaining little confidence of their lives or safety, and having to encounter men, beasts, and hunger.

About the middle of the afternoon, hearing a noise in the direction whence they had came, they supposed it some of the Malays in search of them, and on that account covered themselves with leaves and bushes, so as to be screened from view. At

last they gladly found it to be occasioned only by two large birds, which flew away on seeing them.

The rest of the day they lay very quiet, concluding that the sole means now left for their escape, would be getting to Macassar, if possible, by land. Difficulties and dangers surrounded them; it was unsafe to walk about in the daytime, as they heard people on all sides; thus, although night was the only time for travelling undiscovered, they were then in danger of beasts of prey, they ran the risk of going astray, and were destitute of the means of furnishing themselves with subsistence.

However, they agreed to travel all night, and accordingly set out about eight o'clock, taking a star for their guide, bearing south. But the woods were so thick both from high trees and from bushes underneath, that they soon lost sight of the star, and kept on the side of the mountain, supposing themselves in the right course. They passed through many brambles and places very thick with underwood, which tore their clothes, and at day conceived that they had advanced about fifteen miles. To their great disappointment and surprise, they found themselves within a few roods of the place from which they had set out the preceding night; owing to their having gone round the mountain, instead of taking a direction which led over it.

Here they resided all the day, during which they heard people on every side, but whether in search of them or not they were ignorant. On the night following, they again set out for Maccassar, and not trusting this time to a star, kept by the sea-side, and so continued for six successive nights. They returned to the woods in the day for rest and security; and in their jour-

ney fell in with many wild beasts, which they escaped in safety, by throwing stones or making a noise to frighten them whenever they approached. The seamen were entirely destitute of arms, having nothing except a boat-hook, which Woodard carried, an axe, two pocket-knives, and four clubs which they had cut in the woods.

On the sixth day from the loss of the boat, and the thirteenth after losing their ship, the people became very hungry, faint, and weary, for they had got no provisions since leaving the ship, and only now and then a little water from the hollows of trees, with a few berries occasionally. Being without shoes, their feet were also extremely sore, and their bodies much tore with briars and brambles. Woodard was himself stout in person, and much accustomed to fatigue and exercise, whence he felt less exhausted, particularly from keeping up his spirits and having his mind constantly engaged.

On the morning of the thirteenth day, the party came to a mountain, by the side of a deep bay, where they remained the whole day. About noon they observed many of the Malays fishing in the bay at a little distance; and Woodard walked along the banks alone, where he observed yellowish berries, about the size of a currant, hanging in little bunches. Finding them palatable, he carried his hat-full to his companions, by whom they were not relished, nevertheless he ate heartily of them. Three of the others then began to eat the leaves of the bushes.

In the course of this day, after some consultation, they resolved to pick up a canoe, or else to construct a catamaran, by lashing two or three large logs together, so as to form a raft, and then

proceed to the small island, where they had landed the first night after leaving the ship, there to remain in hopes of being picked up by some vessel which might pass that way. But in the evening, the three men who had ate the leaves of the bushes, were attacked with violent vomitings, and pains in their bowels, and were crying out all night from the excruciating pain that they suffered. This, which was an alarming incident, and prevented their proceeding on the proposed expedition, probably arose from the poisonous effects of the leaves of the bushes.

In the morning, Woodard was deeply impressed with the appearance of his comrades, now more resembling three corpses than living men. However, he durst not appear to pity them, on account of depressing their spirits: on the contrary, he spoke roughly to them, told them they would be better, and able to move on the next night. As all complained grievously of thirst, he went in search of water, and soon found about a pint in the hollow of a tree, He returned and conducted them to it, and let each suck three mouthfuls until the whole was consumed. They then lay down, their spirits quite overcome.

Woodard began to be satisfied that they were incapable of proceeding to the island, and asked if they were willing to surrender themselves to the natives. None objected excepting John Cole, the American lad, who said he would rather die in the woods than be massacred by them; and at the same time, catching Woodard by the foot, and kissing it, earnestly intreated him to stay in the woods. In order to preserve authority and excite confidence, Woodard found it necessary still to address him harshly, calling him a fool, and directing him

to follow, which he did reluctantly, and at some distance.

They now thought it prudent to hide their weapons in the ground; thus they deposited the axe, the two pocket knives, and a dollar, by the side of a large tree as a mark, and then proceeded to the bay where they had in the morning seen the Malays, either to meet their fate, or make them friends. However, on arriving at the beach, they found none, for the tide being up, all the natives had gone away.

Woodard immediately walked on until he came to the path, and ascending a few steps on the banks, he observed three girls fishing in a brook, who as soon as they saw him, ran away up the path. Following these girls at some distance, he sat down on a large trunk of a tree, waiting the event of their departure. In about a quarter of an hour he perceived three men advancing by the same path that the girls had taken, and he immediately rose to meet them, desiring his people to sit still. He proceeded alone towards them until within a short distance, when they stopped and drew their creeses. He still advanced without hesitation, until within two yards of them, when he fell on his knees and begged for mercy. They all looked stedfastly on him, with their knives drawn, for the space of ten minutes, when one of them putting up his creese, came towards Woodard, and knelt in the same manner that he had done. He then offered Woodard both his hands, after the fashion of the country, which Woodard immediately imitated. By this time about twenty more natives, with one of their chiefs, arrived on the spot. They stripped him, took off his hat and handkerchief, and cut the buttons from his jacket,

supposing them money ; and his companions having come up, were treated in a similar manner.

The whole were now completely in the power, and at the mercy of the natives. Woodard intimated by signs, as well as he could, that he was very hungry, on which he and his companions were supplied with five cocoa-nuts, and the natives then taking them to a town called Travalla, carried them to the judgment-hall. They were placed near the judgment-seat, attended by a great concourse of people, including women and children, who formed a circle at some distance.

In half an hour the rajah, or chief, a tall, straight, well-made man, made his appearance. On entering, he looked as wild as a madman, and carried a large naked creese in his hand, the blade of which was two feet and a half long, and very bright. He advanced within the circle of women and children, and made a stop, when Woodard rose to meet him. The rajah stedfastly fixed his eyes upon him, looking wildly, and Woodard immediately begged his life, but he neither uttered a word, nor altered his position; Woodard next approaching near, took his foot and put it on his head, as a token of subjection. The rajah now advanced to the judgment-seat, and assembling his chiefs, held a long consultation, the purport of which was unknown to the strangers, after which he rose to go to his own house, whence he soon returned with five pieces of betel-nut, which the natives chew instead of tobacco. He gave a piece of it to each of the five people as a token of friendship, and this is a constant indication of peace in that country. Some cocoa nuts were then ordered by him.

The day was nearly spent when these incidents were ended, and Woodard and his men, now some-

what relieved of their apprehensions, lay down to sleep. Sometime afterwards they were awakened and supplied with a scanty supper.

Their repose was a second time interrupted by the presence of a number of strange Malays, whose absence from the town had prevented them from satisfying their curiosity as the others had done, for no white person had ever before been seen there. They expressed great surprise at Woodard's colour and size, as he was six feet and an inch high, stout in proportion, and the largest boned person they had beheld. A great concourse of women and children awakened them again at daylight, and filled the house where they were until twelve o'clock.

In this way they lived for about twenty days, being all that time but scantily supplied with provisions, and never allowed to go out of the house, except to the water to bathe. One day two old men arrived, who signified to Woodard their desire to know of what country they were. He told them they were English, and in two days one of them returned, bringing along with him a Mahommedan priest named Tuan Hadjee, who could speak a few words of English, some Portuguese, and some words of the Moorish language. He had been at Bengal, and Bombay, on his way to Mecca, and had a certificate from John or Henry Herbert, the governor of Balambangan, in the island of Borneo, that he was a trusty, good man, and empowered by the governor to assist all distressed Englishmen, and conduct them to an English port.

Woodard's feelings at the sight of this man are not to be described, for he was in hopes that knowledge of his situation would find its way to some European settlement in that part of the world.

which he would sooner or later reach. Learning that he came from Bengal and Batavia, Tuan Hadjee asked the rajah how much he should give for Woodard and his people, to which the rajah replied that he would not part with them. The priest then offered him one hundred dollars in gold dust, but he again refused to let them go. Tuan Hadjee then went away, saying to Woodard, that he would go to the head rajah about them. However they saw no more of him, though expecting him in the morning.

The whole were now kept close prisoners, and constantly guarded by two persons, during a month, when provisions becoming scarce, two of them were taken at a time to the woods to make sago bread. After working all day at it, without any thing to eat, the Malays would scarce give them enough for supper.

When two months had elapsed, no guard was kept over them by their captors, but only a good watch during the night. Woodard returning one day from a walk towards the sea, which was about half a mile distant from Travalla, heard a noise in the woods, at a short distance from the town. On arriving at the house where two of his men were sick, he understood that George Williams, another of them, had, with a parcel of dogs, killed a hog; an animal to which the natives have an utter aversion. He immediately ran to the place where the noise proceeded, and true enough found Williams with his dead hog, which he had killed with a bamboo spear, and surrounded by a number of women and children, hooting and laughing at his tugging the hog home through the bushes. The natives would give him no assistance, and on Woodard taking hold of it to carry it into the woods, and putting it

on his shoulders, the women and children hooted him in derision also. He then dispatched Williams for an old knife, which they made several attempts to snatch out of his hand; however, Woodard caught it, and smeared it with hog's blood, to deter them, from the detestation in which they hold the animal. But he succeeded in his object, and, dragging the hog towards the sea-shore, as they would not suffer it to be made ready near the town, prepared a fire, on which he dressed it. This was the first meal of flesh he and his comrades had made for three months. They cured the remainder by smoking, and it lasted them eight or ten days, after which continued feast they fared, as before, but very poorly.

Four months after their arrival at Travalla, being one day on the sea-shore, they discovered their own boat. She was without sails and full of Malays, who landed. Woodard, inquiring of them whether they were going, was told, to the king, or head rajah. They were very cautious not to allow him and the others to approach the boat, and ordered them up into the town. In the course of that evening the boat disappeared.

People flocked from all quarters of the island under the head rajah's dominions, to see the strangers. Most of them had never beheld a white man there before; and Woodard, finding that it was intended to detain them, unless a large sum should be given for their ransom, earnestly inquired where the old priest who had visited them on their first arrival was to be found. After many questions on his part, put with the utmost caution, that there might be no suspicion of his designs, he learned that he lived in the town of Dungally, about eight miles distant.

A prow having arrived from Dungally in the course of eight months from the time of Woodard's first residence at Travalla, he obtained particular information from the captain, concerning Tuan Hadjee. But, in the mean time, the rajah of Parlow, which stands at the bottom of a bay of the same name, sent for him and his companions; the two who were sick were carried round in a prow, while he and the other two were marched overland, attended by the rajah of Travalla and a guard, all armed with spears and creeses. The way was rough and fatiguing; if they chanced to lag a little behind, they were ordered forward by the chief; and, on seeing Woodard halt or hurt his bare feet on the sharp stones, they enjoyed themselves by laughter. Here the same numbers of people came to gaze at them as before, during eight or nine days, when they began to be a little more at ease.

Woodard fell sick of a fever and ague, and, in four or five days a woman came to see him. After looking at him some time in silence, she went to the bazar, and bought some tobacco and bananas, which she presented to him, as also a piece of money. Seeing him scantily clothed, she asked whether he had no more clothes, and whether he would have some tea. Then, carrying one of the men home with her, she gave him tea, and a pot to boil it in; she likewise sent rice, and a wrapper, which is the dress of the country, with a pillow and two mats. This good woman was of royal blood, and married to a Malay merchant. These were not her only presents, for she proved a kind friend to the seamen while they remained at Parlow. Woodard declares, that he in general experienced greater kindness from the women than the men.

Another house being provided for the five people, Woodard, unable to walk, was carried thither, accompanied by a great concourse of young females, who immediately on his arrival kindled a fire, and began to boil rice. His fever still continued very severe, and on the morning of the fourth day of his residence here, an old woman appeared with a handful of boughs, announcing that she was come to cure him, and that directly. In the course of a few minutes four or five more were seen along with her, according to the custom of the people in curing the sick. They spent the day in brushing him with the boughs of the tree they had brought in the morning, and, at the same time, used incantations. The like ceremony was repeated in the evening, and at ten o'clock he was directed to go and bathe in a river at some distance. Though he put little faith in their proceedings, the fever abated, and he speedily began to recover.

There is a Dutch port, called Priggia, at the head of an extensive deep bay, at the opposite side of the island, about seventy miles distant, the commandant of which arrived at Parlow, and sent for Woodard. He proved to be a Frenchman, who had been thirty years in the Dutch service. He asked Woodard to go to Priggia, and even urged it very much But Woodard refused, apprehensive that he might himself be forced into the Dutch service, and as it was an inland town; for his object was to get to Macassar, and thence to Batavia. The Frenchman appeared offended, and did not offer him, or his people, the smallest assistance.

Woodard wished to return to Travalla, that he might escape from thence to Dungally, to see Tuan Hadjee; but the rajah, who had heard

something of the priest's inquiries, though granting permission to return in a prow, enjoined the captain to pass Dungally in the night, that he might not get a sight of it. Woodard departed alone, and it fortunately happened, that the vessel was becalmed off Dungally, and did not pass it before day-light, which enabled him to get a full view of the town.

At Travalla he was constantly guarded by three men, and two women, who slept in the same house. Nevertheless, he one night rose secretly at twelve o'clock, and finding his guards asleep, took his spear, and directed his course to the sea-shore, from which he proposed to steal a canoe, and make his way to Dungally by water. On arriving at the beach, he found a canoe, which he immediately launched, and set off in. But about a quarter of a mile from the shore, it nearly half filled with water. Somewhat alarmed, as he could not swim, he rowed back, and just as he made the shore, the canoe filled, and sunk in above five feet of water.

After so narrow and providential an escape, he landed, and seeing a man on shore, whom he supposed in quest of him, he advanced with his spear in his hand, resolving not to be taken by one man. But drawing nearer, the man ran into the woods, and he conjectured that he was a fisherman. Woodard speedily returned to the town, where he found all quiet, and that he had not been missed.

Being acquainted with the path, he directed his course for Dungally by land. He passed through woods and over mountains, unmolested except by a few buffaloes, which he drove off by stones when troublesome. He avoided the villages by the way and just as day dawned, he heard the cocks crow in Dungally. The town, he soon observed, was

surrounded by a wooden fence; he advanced towards the middle of it, and seeing nobody stirring, seated himself on a log of wood. In half an hour he heard a noise in the house next to him, which was the *longar*, or public building, and saw a man come out, who proved to be a servant of the old priest, Tuan Hadjee. The man immediately turned, and ran back, crying, "Puta Satan, puta Satan," which signifies a white devil is sitting there. But one of the men, who had seen Woodard at Travalla, came out, and taking him by the hand, called him "steersman," which was as much as to say "mate" in English. He was then conducted straight to Tuan Hadjee, who received him kindly. Having given the priest a dollar, he added two to it, and bought clothes for him, and supplied him with provisions.

In three days, the rajah of Travalla sent after Woodard, but the old priest and the rajah of Dungally refused to let him go, neither was he willing to return. They told him, that in the course of three months they would be able to convey him to Batavia or Macassar, and advised him to send to Parlow for his men. The priest fortunately had a piece of paper in his chest, and a pen made of bamboo. Woodard entrusted the captain of a prow with a letter to his men, who effected their escape, and in four or five days arrived at Dungally. There the natives received them with great rejoicings, and provided plenty of victuals for their use.

Tuan Hadjee proposed making a considerable voyage in about two months, but he previously made a shorter one in quest of provisions. Meantime the rajah of Parlow made war on the rajah of Dungally, on account of the seamen, who were reduced to great distress, as were all the inhabi-

tants, for want of provisions. The rajah insisted on Woodard taking a gun, with which he readily complied, considering the source whence the war originated. He was stationed in a tower or watch-house, on the fence of the town, where there was a large swivel, which he was directed to use in case of an attack.

One day an engagement took place between about two hundred men on each side; eight of the Dungally men were killed, and a number wounded; and the men of Parlow having also suffered, retreated to their town with their dead and wounded.

Tuan Hadjee being bound to another port, called Sawyah, towards three degrees north of Dungally, Woodard wished to accompany him, but the rajah refused, saying he must stay to keep guard. On this he returned to the watch-house, and mustering his people, took their guns, and whatever else they had received from the rajah, and carrying them to his house, told him that they would stand guard no longer, as they wanted to go to Macassar; to which he replied, they should not.

Woodard and his men then determined to steal a canoe and escape; and after making paddles in the woods, and obtaining a little Indian corn for a stock, all was ready in two days. In the evening they left Dungally, and seized on a canoe lying on the beach, very conveniently for their purpose, and shoved her into the water, while their provisions lay at a little distance on the beach. Woodard then considering himself in perfect security, took up the sail to carry it into the canoe, when he was immediately surrounded by twenty men, armed with spears, who carried the whole

party prisoners to the rajah. Woodard acknowledged his intention to escape, occasioned by the rajah giving him no provisions, and said that he still persisted in his design; but from this nothing whatever resulted.

A few days afterwards, Tuan Hadjee being ready for Sawyah, made an unsuccessful application for the rajah's permission to take the seamen along with him. As he left the town at twelve at night, Woodard, unwilling to neglect the favourable opportunity, followed with his people, intending to seize a large canoe that lay on the beach, which fortunately had come in that night. The man who kept the gate of the town, asked whether he was bound, and satisfied with his answer, that he was accompanying the old priest to Sawyah to make Sago, allowed them to pass, and immediately shut the gate. When they reached the beach, the priest was just embarked in his prow; and the seamen launched the canoe, meaning to go to Macassar instead of Sawyah. They put to sea, but day beginning to break, they were obliged to make the opposite shore to prevent discovery. Setting off again at sunset, they got half a mile from the shore, when they prepared to put up a mat sail, which they had procured; one of the people stepping on the edge the canoe to hoist the sail, overset it with the keel upwards. All fell into the sea, but they succeeded in climbing on the bottom of the canoe, now uppermost, but luckily they were able to turn her back again, and to reach the shore they had lately left, where they rekindled a fire they had made to dry and warm themselves.

Having saved their paddles, they set off again, and rowed all night; in the morning, however, they discovered a prow close at hand, which im-

mediately took possession of them. They informed the Malays in her, that they were bound to Sawyah along with the priest; and fortunately being credited in this, they were carried to Sawyah instead of Dungally. Woodard said to Tuan Hadjee, that their intention was not to run away but to follow him, whereupon he gave them some rice, and sent back the canoe to Dungally.

Whilst at Sawyah, where they resided a considerable time, Woodard one day went with the priest to an island, in the bay of Sawyah, which he granted to him, and out of compliment, called it *Steersman's* Island, the name by which he distinguished Woodard. He ordered him to take possession of it in full form, which, according to his instructions, was done by kindling a fire on it, and heaping up a pile of stones, in token of possession. Woodard also erected a large stick, on which he cut his name, with the day of the month and the year. There were no inhabitants on this island, but plenty of birds and wild hogs; as also mangoes, lemons, and limes, in abundance.

After thus taking possession of his solitary government, Woodard returned to the mainland, with his good friend the priest, and they soon went to Dumpalis, a town standing in a bay, a little to the southward of Sawyah.

Woodard and his companions were greatly indebted to the kindness of this old priest. Having been on a pilgrimage to Mecca, he was highly respected in these regions. He was about sixty years of age, and had a wife of sixteen. Formerly he had been a great pirate from the island of Micandano, and had assisted at taking Oreo, a Dutch settlement, in the Straits of Malacca. He there commanded a prow, carrying four guns; but

afterwards, while chasing a merchant vessel, his prow overset, and he lost his whole property. He had accompanied an Englishman, Captain Forest, in a voyage from Balanbangan to New Guinea, to which event he often adverted.

Tuan Hadjee having some business at Tomboo, a day's sail south of Dumpalis, Woodard wished to stay behind, as this was a convenient place for fishing, and the priest promised to call for him in twenty days. After fifteen had elapsed, a prow bound to Solo in the Philippine Islands, about seven days sail from hence, came in; and Woodard knowing that English ships annually arrived there, as also that it was not far from Manilla, immediately agreed with the captain to conduct him thither. By this means he thought they might have a better chance of getting away. To his great surprise, however, he had no sooner got on board than the captain directed his course to Tomboo, and delivered them up to Tuan Hadjee; and there disclosed their whole design.

The old priest was much displeased, and they were entirely neglected by him and the rest of the natives. Woodard, reflecting on his forlorn condition, could not help shedding tears, especially on considering that these black savages should thus tyrannize over him. One of the natives observing this, spoke of it to Tuan Hadjee, who asked what was the matter. Woodard told him that this was not the way to treat an Englishman, that he had been guilty of no crime, and his design was to get home to his wife and children, and not to stay among such savage people At the same time he sobbed so grievously, that Tuan Hadjee himself burst into tears. He then clasped Woodard in his arms, and vowed that while a mouthful of meat remained to him, he should have part of it.

This mark of kindness made a deeper impression on Woodard than any thing he had ever experienced.

Still seeing little prospect of liberation, Woodard's plan of seizing a canoe and going to Macassar was renewed. Accordingly he again prepared five paddles, and collected five or six quarts of rice, and proposed stealing the rajah's canoe. But he probably suspecting the design, ordered it to be drawn up near his own house, at some distance from the sea.

Fortunately a pirate prow arrived the same day at Tomboo, which had a very fine canoe. Woodard immediately borrowed it for the purpose of going to fish, and the distance not being great, the people readily granted his request. He caught several fish, which he shared with them, and again asked it to fish at night. It was refused, though with this intimation, that he might use it in the day-time, but not at night. Nevertheless it was the intention of the seamen to steal the canoe that night. It lay astern of the prow by the side of a steep bank, and after the natives had retired to sleep, Woodard went alone towards it, and directed his people to come round on the beach which was not far off, if he was successful in seizing it. Drawing near the prow, he heard some people in her speaking who had not yet gone to sleep; however, he approached the canoe with his fishing-line in his hand, so that, had he been detected, he would have said he was going to fish. But no one either saw or heard him; he gently loosened the canoe and pushed her out, and then carried her round to the beach; for it is to be observed the prow was lying in a river, where his four companions embarked.

The whole then shoved off, and made their way to a small island, about three leagues distant in the bay, where they landed at day-break. Finding no water, they directed their course to a point of land, which they knew was uninhabited, and got a small quantity, and then stood out for Macassar, about five degrees distant.

After being three days at sea, a strong wind arose from the southward by which they were nearly lost, therefore they resolved to go ashore at some uninhabited place. Unfortunately, just when about to land, a small prow appeared at no great distance, rowing hastily towards their canoe. Woodard immediately tacked and stood off, but the prow soon got up her masts and sails, and came alongside of him to windward. He knew all the Malays on board perfectly well, and in answer to their inquires whether he was bound, told them to Macassar. They had taken in their sail, and were running along before the wind, close to him; they said he must return, and ordered him and his people on board the prow. Woodard, however, observing that she was slenderly manned and had only five men on board, while he had an equal number, resolved not to be taken. Therefore all hands exerted themselves in rowing to windward. The Malays at first attempted to follow them, but after a few minutes gave up the pursuit; their prow being heavy, and having only five men, they could not row so fast as the canoe to windward, therefore hoisting their sail, again, they ran in shore.

The wind blowing hard, and making a heavy sea, the canoe was again in great danger, on which account Woodard determined to land at a distance from the prow. Desirous of avoiding

inhabitants, he went ashore after a good look-out, at a place ten or twelve leagues south of Travalla. There he kindled a fire, intending to cook some rice. One of the men in rowing ashore, unfortunately, broke his paddle, and on going along the beach to get a stick to mend it, he was seized by two men, who carried him to their canoe. To Woodard's great surprise, he recognised them both; one being captain of the prow that had brought him from Parlow to Travalla. He immediately inquired where he was going, and what he did there. Woodard answered that he was bound for Macassar, and at the same time laid hold of his large knife, about six inches long in the blade, and his spear. The Malay asked if the knife was a good one, and Woodard replied it was, but he refused, on his request, to let him examine it. The Malay now insisted that they should return, when Woodard said they were resolved not to go back; and all hands leaping into the canoe put off. The Malay then said if they would go a short distance along the beach, he would supply them with fish from a weir which he had there; but this they declined.

The canoe had next to pass the place where the prow lay which chased her in the morning, but night coming on, and a heavy squall with thunder, lightning, and rain, she passed undiscovered. In another respect the weather was serviceable to the people, as they were in want of water.

On the eighth day after leaving Tomboo, they approached a populous quarter of the island of Celebes, and passed in sight of many towns and prows. Landing in a retired place, they attempted to procure some fresh-water to their raw rice;

and each of the party had just got a draught, when three canoes were observed advancing straight towards them. They quickly shoved off, and continued their voyage all day.

As the sun went down, they came up with two fishing canoes, which made the best of their way to the shore, though requested to stop. Woodard then seeing two prows at anchor, went towards one of them, and observing only one old man on board, asked for the captain. The man awaked him below, and he and three or four men came on deck with spears. He said, on Woodard's inquiries, that it would take a month and a day to reach Macassar, which Woodard contradicted, and declined an invitation to come on board the prow. He wished the captain good night, and hastened away. The captain instantly called to the three to send off a canoe, and one immediately came. Four men leaped into her, and chased the seamen who put out to sea, making the greatest exertions. After being chased until late at night, they lost sight of her, and again stood in towards the land.

Two canoes, with one man in each, came alongside at day-light. One of them, an old and very intelligent man, came on board, and, at first said, as the other had done, that it would take thirty days to go to Macassar; he testified reluctance to say how long a prow would take, but at last said the passage might be made in two days. This was joyful intelligence to the seamen and cheered them amidst all their distresses and fatigues.

They then proceeded along the coast with a fine wind, but no sail. In the evening, just as the sun was setting, they observed a prow full of men leave the shore; rowing very fast, she came alongside, and the Malays, seizing hold of the canoe,

precipitately leaped into her, by which she was nearly overset. The hopes of the unlucky seamen again vanished, and they once more became prisoners to the natives. These people said they must instantly go to the rajah, as he had sent for them. Thus, being overpowered by numbers, they reluctantly found themselves obliged to obey.

The seamen were carried on shore to the town of Pamboon, where they were conducted to the rajah's house, and Woodard was examined in presence of him and all the head men of the place. He made the same answers as before, saying he must not be stopped, and must go immediately; thus being more desperate and confident from the dangers and escapes he had experienced. The rajah asked him if he could use a musquet well, which he denied, having formerly found the inconvenience of acknowledging it. He then shewed him an hundred guns, but he declined taking charge of them; and Woodard, in answer to his observation, that all white men understood them, said, that sailors did not understand the musket, but soldiers did. His wife, a young girl, sat down by him, and, calling her sister and about twenty other girls, desired them to sit down, and asked Woodard to select a wife from among them. This he refused, and, rising up, bid her good night, and went out of the house, where they soon brought him some supper. All the seamen next lay down to sleep on the ground, guarded by twenty people.

In the morning, Woodard waited on the rajah of Pamboon, and, speaking the Malay tongue very well, begged that he would send him to Macassar. He assured the rajah, that the governor had sent

for him, on which account he was obliged to get there as soon as possible, and said, if he was detained at Pamboon, the governor would stop all the rajah's prows at Macassar. The rajah, after reflecting a short time on these words, called the captain of a prow bound thither, and delivered the seamen to him, at the same time telling him, if he could get any thing for them he might take it, if not he might let them go.

The prow not being ready, they staid two or three days at Pamboon, quite exhausted with the fatigues they had undergone in the canoe. As Woodard had no shirt, the sun burnt his shoulder in such a manner as to lay it bare, which produced a bad sore, and he was now attacked by a violent fever. Against the time that the prow sailed, he was unable to stand, and therefore was carried down and put into a canoe, which conveyed him on board, where he suffered greatly from being exposed night and day on the deck without any covering.

In three days they arrived at a small island called San Bottam, but the captain would not allow any of the seamen to go on shore, whence Woodard desired George Williams either to swim or steal a canoe, and acquaint the rajah that he was on board and very sick, and wished to get ashore. Williams returned, and the rajah soon sent to the captain to deliver them up immediately. Thus they were instantly released, and conducted to the rajah, who ordered them some rice, and directed a prow to be prepared that afternoon to carry them to Macassar.

Before night they departed, and landed at that settlement on the following day, the 15th of June 1795, after a voyage of nineteen days from Tom-

boo, and after having been two years and five months in captivity. Woodard had kept a reckoning of all that time, and was wrong in it only one day.

The governor, who was a Dutchman, treated the seamen with the utmost humanity, and was much affected at seeing Woodard's back burnt to the bone. He provided them with both clothes and money, and they were next morning carried to the court-house, where they all underwent a separate examination. Independent of the clothes given to him by the governor, he received some of the best quality from M. Alstromer, captain of the Dutch East India Company's troops at the settlement; and many of the principal people who visited him made him presents. Neither were the other seamen less regarded.

In a few days they were ready to embark for Batavia, when Woodard waited on the governor and requested to receive from him a bill of their expences. The governor informed him there was no bill, and that what he had got was a free gift; nay, at parting, he added eighteen rupees in cash to his donations, and Woodard left him with a grateful heart.

On the first day of July they sailed from Macassar with a Malay captain, who was an agreeable man, and arrived at Batavia on the 11th. There the four seamen engaged on board an American ship bound to Boston, and, on the 20th of this month, Woodard himself embarked as mate in another American ship for Calcutta, where he arrived about the 20th of September. Here he soon got the command of a country ship, then in dock, under repair.

While employed in attending the workmen, an

American ship arrived at Bengal, which, to Woodard's great surprise and joy, he found was commanded by Captain Hubbard, the very person who commanded the Enterprize when he was left in the Straits of Macassar. Such a meeting was altogether unexpected, and Captain Hubbard was quite overjoyed. He said, after having waited three days in vain for the boat, he had given her up for lost; he had discerned the fire kindled by the seamen, but supposed it had been made by the Malays.

Captain Hubbard now commanded another ship called the America, and pressed Woodard to accompany him to the Mauritius, promising, on his arrival there, that he should succeed him in the command of that ship. Woodard's circumstances being low, and the country ship not being likely soon to come out of dock, he accepted the offer. The ship sailed on the first of January 1796, and in forty-two days, reached the place of her destination.

At the Mauritius, Woodard met three of his fellow sufferers; the fourth had gone to America, and as he was now in a more prosperous situation than at parting, he furnished them with clothes and shoes. Here also he was appointed to command the America; and sailed first for the isle of Bourbon, and thence, on the tenth of April 1796, to a neutral port in Europe, with a cargo of merchandize, but with orders first to touch at the Isle of Wight. There he arrived in July following, and remained some time in London.

Captain Woodard afterwards made another voyage to Batavia, where he met several Malays, with whom he had been, or from whom he had escaped, who all testified great surprize at again seeing him.

He had recently, before the year 1804, retired to a small farm near Boston, in America, on a decent independence.

The island of Celebes has hitherto been but little known, and we are acquainted only with partial descriptions of different districts. It is of an irregular form, long, narrow, and penetrated by deep gulfs running into the land. Sawyah, in the narrative is called Sewa by the natives, more generally Buggess by Europeans, and is a very large bay, forming part of the island into narrow peninsulas. There are six chief divisions of the island, and the population has been estimated at two or three millions, which probably exceeds the truth. The government seems partly hereditary, and partly elective. The centre of the island lies nearly under the line, and it is about seventy miles in breadth. Various tribes inhabit it, which are governed by chiefs, or rajahs, and consist of different numbers with respect to population. The Dutch have several settlements here, of which the principal are Macascar, Gaua, Guarantala, and Priggia, all of which, except the first, are towards the south and east side of the island. About the year 1788, they attempted to take a considerable town on the north, called Tolatola, situated on a fine harbour, abounding with fish, surrounded by a plentiful country, and within a days journey of a gold mine.

The climate is warm, and in general healthy; the rainy season continues four months, and fine weather prevails during the other eight: but the island is subject to earthquakes, and storms of thunder and lightning, which create great alarm among the inhabitants.

The tribe Malayos, from vicinity to Macassar, is subject to the Dutch, and pays them tribute. The rajah lives at Macassar, which contains about two hundred and fifty whites, and ten thousand blacks, a fifth part of whom are capable of bearing arms. Here there is a respectable fort, built of stone, and surrounded by a trench; the harbour is good, but of difficult access.

The inhabitants of the island of Celebes are of short stature, with a flattish face, but have not thick lips. They are of a yellowish copper colour, or reddish yellow. The men are capable of great fatigue, of long abstinence, and can with ease travel forty or fifty miles a-day; are long lived, and temperate. They are warriors, attend to the field, and building of houses, canoes, and prows, in which they are very expert. The women superintend the domestic concerns, cultivating the gardens, and pounding the rice and corn.

Their mode of living is simple; it consists of rice, cocoa nuts, sago, and Indian corn; they make but two meals a-day, one about twelve at noon, and the other just after sunset. For this simplicity of living, the rareness of disorders is supposed to be owing; and sickness, as has been already observed, is attempted to be cured in a great measure by incantations. If any part of the body be in pain, the patient sends for the rajah, who on his arrival feels the place affected, and taking a large piece of betel nut, pronounces some words to himself, and blows on the diseased part, which is esteemed a perfect cure. But should the complaint be a fever, a drum is often brought in, which is beat by two men, one at each end. If this does not succeed, beating on a brass kettle is sometimes resorted to, which is continued until the recovery

or death of the patient. In the latter case, the drummer and physician are both turned out of the house, and the drum immediately thrown away.

The women bathe twice a day, once in the morning just after rising. When bathed, the hair is put up smooth, and a flower, or sprig of some kind, is then gathered and put on the top of the head. They also gather two little blossoms of flowers, which are put through the holes of their ears where the ear-rings hang, and this they consider a token of good luck.

A man is allowed to marry as many wives as he can maintain, and he builds a house for each, as two never live together; one of them inherits his estate. The priest who marries a couple, tells the bridegroom that he must provide a house and servants for the bride, and treat her well; and he charges the bride to forsake all other men for his sake, to be attached to him, and acknowledge him as her superior. The priest then sings a lively air, at the close of which he is accompanied by all present, and the whole is finished with a supper. The couple must remain seven days in private, and their provisions are carried to them; but during this time they receive visits.

When a rajah is ill, or going a journey, he sends to the priest for a bill of health, and on getting one, which is drawn upon a bit of paper about eight inches square, he gives a handsome present. It is granted for no longer time than six months, though he can obtain another for six months more. When presented to the rajah, it is closed up, and remains so until the time expires.

When a rajah dies, his body is immediately carried to the *longar*, or great house of public business, the people singing and throwing stones be-

fore it on the way, and at the same time carrying all their instruments of war. Eight girls sit fanning the corpse, four on each side, during two days and a night, and two lamps are also kept burning near it. The rajah usually provides himself with a coffin during his lifetime, if not, his body is put into a canoe after cutting off both the ends. When conveyed to the grave, it is attended by all the warriors of the place, who engage in a sham fight, and brandish their spears in the air to avert the influence of the devil. In the morning subsequent to interment, a house is erected contiguous to it, where the widow of the deceased remains one month, during which some young women of her own kindred stay with her.

It is also the custom of these people when the rajah has been dead about a month, and his widow about to leave the house, to murder a woman or girl. Two young chiefs first plunge their spears into the victim, and their example is immediately followed up by a number of other chiefs, who, while uttering the war-shout, cover her body with wounds. At length they cut off her head in honour of the rajah, and present it to his successor. The unfortunate victim devoted to this barbarous ceremony, meets her fate with fortitu e, for it is deemed honourable thus to die on account of the rajah.

A man possessed of a swivel or cannon, is reckoned a great man, and is much valued and respected When he returns from a voyage he takes it to his house, and is so careful of it, as frequently to place it in the apartment where he sleeps.

The inhabitants of Celebes build prows or vessels of from five to thirty tons burden; they are sharp at

both ends, and have large strong wooden anchors. Their sails are peculiarly light and stout, and made from the skin of a certain leaf which is cured in the sun, knotted together, and woven. The prows are constructed for rowing as well as sailing, and are fitted out according as designed for fishing, trading, or privateering. The men have no wages, they bring their own provisions, and the gains of the prow are divided among them.

Wars are not uncommon in the island of Celebes. The policy of the Dutch was to weaken the chiefs, by fomenting intestine dissensions among them. When one rajah is going to war with another, he consults with the priest to know whether he shall be successful. If he is promised success, he proceeds, if not, he submits to an injury. The men are cunning and enterprising, and despise cowards. Prisoners taken in war are made slaves, and sold at from twenty to thirty dollars each. Their arms consist of a creese, spears eight feet long shod with iron, and a wooden shield. At Dumpalis the natives fight with poisoned barbed arrows, discharged from wooden blow-guns made of black ebony, four or five feet long. They are very expert in using them, and kill at the distance of twenty yards. The poison quickly operates, and the body of the wounded person becoming much swelled, he soon dies in great pain.

Macassar was lately taken possession of by an English force, and is still retained.

SHIPWRECK OF THE JUNO,

ON THE COAST OF ARACAN, JUNE 1795, BY JOHN MACKAY.

"For certain reasons which need not be narrated here, I quitted at Rangoon a vessel to which I formerly belonged, and entered as second-mate of the Juno, Captain Alexander Bremner, then lying at that place, and taking in a cargo of teak-wood for Madras. The Juno was of 450 tons burthen, very much out of repair, and in all respects a ship badly provided for sea. Her crew consisted of 53 men, chiefly Lascars, or native seamen, with a few Europeans. We had also on board the captain's wife, her maid, who was a native young woman, and some Malays to assist in working the ship, being 72 souls in all.

On the 29th of May 1795 we sailed, beating out with the young ebb, in from five to seven fathoms water, with soft mud. About six P. M. it shoaled suddenly to a quarter less four fathoms. The ship was immediately ordered about, but scarce was the helm a-lee, when she struck on a hard sand bank. All was hove back in order to get her off, but without effect. Both the bower-anchors were let go to prevent her driving farther on, and they held her some time, till one of the cables

parting, she dragged the other anchor: Whereupon we let go the sheet-anchor, which brought us up. It was the last quarter-ebb, and we had no doubt of getting the ship off on the flood, provided we could keep her from upsetting at low-water. We therefore struck the top-gallant-yards and masts to relieve her of top-weight as much as possible. At low water she heeled to an alarming degree, but floated off with the flood. We hove up our anchors and stood off under a press of sail into deep soundings; and as she did not make any water, we hoped that she had received no material damage.

On the first of June, a gale commenced at south-south-west, with a very high sea; the ship laboured much, and soon sprung a leak. During six days that the gale lasted, it required the utmost exertions of all hands, without distinction, to keep her free: the pump-gear getting frequently out of order by constant hard working. Unfortunately we had no carpenter on board, and hardly any carpenters' tools; but we made shift with the few we had, to repair the pumps as often as it became necessary. However, we were often foiled by the sand ballast choking them, which obliged us to hoist them out, and clear them, after having tried many unsuccessful expedients to prevent their sucking up the sand.

Many consultations were held about returning to Rangoon; but the dangers attending an approach to that coast, particularly a lee-shore so low as not to be seen above ten or twelve miles off, and with only seven fathoms water at that distance, rendered us unanimous, that so long as any hope could be entertained of saving the vessel, we should endeavour to keep her clear of the coast of Pegu

On the sixth, the gale abated, the ship made less water, and required but one pump constantly going. We then discovered a leak along the stern-post between wind and water; and the first calm day got out the jolly-boat, and nailed some tarred canvas and oakum above it, with sheet-lead over all. This expedient so far succeeded, that, while good weather continued, the ship required pumping but once every watch, which led us to imagine that we had effectually stopped the leak. Thus we congratulated each other on our supposed deliverance, and proceeded cheerfully on the voyage.

But our congratulations were premature. Happy had it been for us if we had embraced the opportunity of returning to Rangoon to have had the leak properly secured, and the ship prepared for encountering the dangers that were reasonably to be expected in the bay of Bengal, during the middle of the south-west monsoon. Surely we must all have been infatuated to suppose, that a piece of canvas, though it might exclude the water in moderate weather, could secure such a leak as ours when the ship should come to labour.

The repairs of the pump-gear were hardly finished, when, on the twelfth of June, a severe gale commenced at west-south-west. From the beginning of it the ship made more water than she had done before, and we experienced the same distressing consequences, the choking of the pumps, and o struction of the pump-gear. We laboured with three pumps incessantly, and also baled with a bucket, and such of us as could handle carpenters' tools, worked with them, and pumped alternately.

Almost exhausted from fatigue, and want of rest,

we began, on the sixteenth, to entertain serious apprehensions for our safety. We therefore determined to set all the sail the ship could carry, and bear her away, so as to fetch the nearest part of the coast of Coromandel; proposing afterwards to coast it along to Madras, or bear up for Bengal, as our condition should admit. We accordingly set close-reefed topsails, and courses, and bore up. But the pumps required such incessant labour, that it was not in our power to pay the necessary attention to the sails; therefore, before the eighteenth, they were all blown away from the yards, except the foresail. With this we lay to, until the twentieth at noon, being in latitude 17° 10′ N. and by reckoning, about 9° west of Cape Negrais.

The ship now pitched so deep and heavy, that we sometimes despaired of her ever rising again, and our people were so much alarmed, that it was with difficulty we could keep them to their stations. About noon, we wore, hauled up the foresail, and kept before the wind under bare poles; at the same time, uniting in a general effort at the pumps and buckets, in hopes to clear the ship; but in vain.

The men who were below coming up at eight, with a report that the water reached the lower deck, the Lascars gave themselves up to despair, nor did a ray of hope present itself even to us Europeans. An idea generally prevailing that the ship must go to the bottom, owing to the quantity of sand ballast under the timber, the people were clamorous for getting out the boats, which we knew could be of no service, as we had only an old jolly-boat, and a six-oared pinnace, both shattered and leaky.

It was now thought advisable to cut away the mainmast to lighten the ship, and, if possible, keep her from sinking till morning. About nine this was effected; but unfortunately the wreck of the mast falling within board, the men at the helm, from the confusion which it occasioned, let the ship broach to, and the sea made a fair passage over all. At this critical moment, Mrs Bremner, who had been in bed below, found means to get up the hatchway. Mr Wade, chief mate, and myself, helped her to the quarter-deck rail, and were making her fast in the mizen rigging, when the ship came to her utmost bearings, and instantly settled down. From the sudden jerk she gave, we thought she was going to the bottom; but she went no farther than just bringing the upper deck under water. All hands scrambled up the rigging to escape instant destruction, moving gradually upwards as each succeeding wave buried the ship still deeper. Captain Bremner, his wife, Mr Wade, and myself, with a few others, then got into the mizen-top; all the rest clung about the mizen rigging, except one man, who, happening to be forward at the time, gained the fore-top. Mrs Bremner complained much of cold, having no covering but a shift and straw petticoat; and as I happened to be better clothed than her husband, I pulled off my jacket, and gave it to her.

Finding, contrary to our first apprehensions, that the ship was not likely to go to the bottom, we cut the yards from the mizen-mast with our knives, lest the additional weight of so many persons should carry it away. Though the ship rolled so violently, that it was with difficulty we could hold ourselves fast, some through excessive fatigue went to sleep before day. But, for my part, I could not

sufficiently compose myself. At first there did not appear to be the smallest ground for hope; yet after two or three hours reflection, it occurred to me that some vessel might heave in sight in the morning. While my fate seemed inevitable, I felt perfectly resigned to it; but from the moment I indulged a hope of being saved, I could not endure the idea of an untimely death, and listened the remainder of the night in anxious expectation of hearing a gun; several times imagining that I actually did so; and whenever I mentioned this to my companions, each fancied that he heard the same report.

At dawn of day, one of the men called out a sail. This was answered by the Mussulmans, with a pious ejaculation to their prophet, which, reminding us of what we owed to God, we endeavoured to offer up our humble thanks for the deliverance which we now thought certain But his sight deceived him as cruelly as my hearing had deceived me through the night. Perhaps during the whole course of our subsequent trials, we did not experience more exquisite pain than this disappointment gave us. My heart died within me; I regretted having indulged hopes, which thus proved altogether delusive; and my spirits were so disquieted, that I could not retain that tranquillity of mind which at first supported me.

The prospect presented to our view, on the return of day, was awful beyond description—a tremendous gale of wind; the sea running mountains high; the upper deck and upper parts of the hull going to pieces, and the rigging that supported the mast, to which seventy-two unfortunate wretches clung, giving way, every moment threatened to close the scene. The shrieks of the wo-

men and Lascars added to the general horror. Some voluntarily yielded to their fate at once; while others, unable to keep their hold, were washed out of the rigging. But the greater part were reserved for trials yet more dreadful.

The gale continued unabated for three days; the return of each day aggravating the misery of our situation. We saw that we might remain on the wreck till carried off by famine, the most frightful shape in which death could appear to us. I confess it was my intention, as well as that of the rest, to prolong my existence by the only means that seemed likely to occur, eating the flesh of any whose life might terminate before my own. But this idea we did not communicate, or even hint to each other, until long afterwards, except once, that the gunner, a Roman Catholic, asked me if I thought there would be a sin in having recourse to such an expedient.

From want of room in the mizen-top, some men quitted it, intending to swim forward to the foretop, and three or four lost their lives in the attempt. My agitation was, after some time, succeeded by a kind of callous, or rather sullen indifference. I tried to doze away the hours, and wished, above all, for a state of insensibility. The useless lamentations of my fellow sufferers provoked me; and, instead of sympathizing, I was angry at being disturbed by them. During the first three days I did not suffer much from want of food, the weather being cool and cloudy; but on the fourth the wind abated, the clouds dispersed, and left us to the scorching heat of a vertical sun, which soon roused me to the keenest sense of my situation. Hitherto the apprehension of what might be to come proved more intolerable than

any thing I actually experienced. Though my sensations, particularly of thirst, were exquisitely painful, they were not so violent as what I had read of in similar cases. But I now began to feel in reality what I had already tortured myself with in imagination, and I dreaded that I was approaching to the point I had figured to myself, which the cries of those amongst us most given to complaining led me to suppose they had actually reached. I recollected, however, having read in Captain Inglefield's narrative, that his boat's crew had received great benefit from lying down by turns in a blanket, which had previously been dipped in the sea, the pores of the skin absorbing the water and leaving the salt on the surface. This practice I adopted as far as I could, by dipping a flannel waistcoat which I wore next my skin, from time to time into the sea. Many of my companions, who followed my example, agreed that it refreshed them, and I am convinced, that, by the blessing of God, it was the means of saving my life. It was further useful, by occupying the mind and preventing despondency. I always found a secret satisfaction in every exertion for the preservation of my life.

The night of the fourth day I had a most refreshing sleep, in which my mind dwelt on former scenes, particularly on my father and all those that were nearest to my heart. I dreamed that I was in a raging fever, and that my father was praying by my bed-side; that, while he continued praying, the fever went off, but that it returned whenever he ceased. I thought that he administered the sacrament to me, and, just when about to put the cup to my lips, I awoke. The inference I drew from my dream was, that he had de-

parted this life, and was in Heaven a witness of my sufferings Some of the circumstances brought to my recollection the misery of an uncle's family while his son was missing; and the idea of what all my relatives would suffer on my account greatly distressed me But I called to remembrance the good lessons which I had received from my father in former days, and found they had a wonderful effect in calming my spirits and fortifying my mind. I endeavoured to make my peace with God, and was reconciled to die.

On the 25th of June, being the fifth day from the ship's going down, the first two persons died of want, which greatly affected the survivors. The one went off suddenly; the other languished some hours in great agony, having first been seized with violent retchings, which brought on strong convulsions, and I afterwards remarked that these symptoms were sure presages of an approaching painful death.

This day was very hot, and the sea smooth. The captain and chief mate having always expressed great confidence in rafts, some hands were employed in constructing one from the fore-yard, sprit-sail-yard, and some other small spars which were still towed to the wreck. Next day about noon, the raft being finished, the people began to get upon it; and the captain, observing the general movement, hurried down from the mizen-top with Mrs Bremner and Mr Wade Though I did not approve of the plan, yielding to the impulse of the moment, I followed their example. But the raft being insufficient to support us all, a contest arose; the strongest forced off the weakest, and obliged them to return to the wreck. Just as they were about to cut the rope which made them fast,

I asked Captain Bremner in what direction he supposed the land lay, and what probability he thought there was of our making it. Receiving no answer, I endeavoured to persuade him to return to the wreck; but, finding I could make no impression on him, nor on any of the rest, I was content to remain with them, and we paddled away before the wind with pieces of plank, which the people had previously shaped with their knives into the form of paddles.

We had not got far when we found our number still too great for the raft. I seized the opportunity of renewing my remonstrances, which had the desired effect on Mr Wade, who agreed to return with me to the mast-head; and the rest of the party, willing to lighten the raft, readily assisted us in regaining our former station. They again departed, and were out of sight by sunset.

I must confess, it sometimes occurred to me how easy it was to put an end to my sufferings, and, while the raft was constructing, I felt an inclination to get upon it, from an idea that it would be impossible to live 24 hours in that situation. But it pleased God to fortify my mind against such desponding thoughts, and to endow me with a degree of patience and resignation, which I once thought it impossible for any man to possess under such protracted sufferings. I therefore resolved to remain on the wreck, and there to await the will of Providence.

On the morning of the 27th, we were surprised to see the raft alongside of us, on the opposite quarter from that where it had set out. Those upon it having paddled all night, till their strength was exhausted, without knowing in what direction, drifted at random; and at daylight finding

themselves close to us, quitted the raft and joined us at the mast-heads.

Captain Bremner soon after became delirious, which so much alarmed his wife as to throw her into convulsions. He was a strong healthy man, rather past middle age; she a delicate young woman, and they had not been married above eleven months. In the first stages of our distress, the sight of his wife seemed to give him pain, as if it reproached him with having brought her into her present danger; but he now scarcely permitted her to quit his arms; and sometimes obliged us to use force to rescue her from his embraces. In his frenzy, he thought he saw a table covered with all sorts of choice meat; and wildly demanded why we did not give him of this or that dish? His ravings generally turned on eating and drinking; often on his wife, and sometimes on other subjects.

Dreading the bad consequences of drinking salt water, I refrained from it as long as possible; until unable to endure the parching heat of my stomach and bowels, I went down to indulge myself with a draught, and drank perhaps near two quarts. To my great astonishment, instead of injuring, it revived both my strength and spirits; but still considering it certain poison, I every moment expected my last agonies to begin. In this too I was mistaken; I got a sound sleep, and my inward heat abated. I felt stronger, and though it relaxed and griped me violently; the inconveniences were trivial when compared with the benefit that always resulted.

The morning of the 28th, Mr Wade declared that he could bear his situation no longer, and would go once more on the raft if I would accom-

pany him, I rejected his proposal, and tried without effect to dissuade him from it. Any death, he said, was preferable to his present existence, and nothing could change his resolution. He prevailed on two Seconnies, two Malays, and three or four Lascars to join him; and in a few hours we lost sight of them. In the evening there came on a squall, which in all probability proved fatal to them, though to us it brought the most seasonable relief, as it was accompanied with heavy rain. This we had no means of catching but by spreading out our clothes, most part of which had been so drenched by the salt water, that at first they tainted the fresh. But the rain was so heavy that it soon washed out the salt; and we afterwards reserved one part of our clothes for catching the fresh water, and another for dipping in the sea, as occasion might require.

After this we were seldom forty-eight hours without a shower; and in the intervals, when we had not strength left to go down ourselves, it was our constant practice to lower a jacket or piece of cloth into the sea, by means of a rope-yarn, and apply it thus moistened to our bodies. Whenever a heavy shower afforded us a few mouthfuls of fresh-water, either by catching the drops as they fell or by squeezing them out of our clothes, it infused new life and vigour into us, and for a while we had almost forgot our misery. Another expedient we had frequent recourse to, on finding it supplied our mouths with temporary moisture, which was chewing any substance we could find; generally a bit of canvas, or even lead, when we could get it. This last will appear wonderful, as I have been since told it is considered as poison when taken into the stomach. But I assert

the fact, having myself chewed it for hours together, until almost reduced to a powder, and sometimes swallowed it. That I do not mention leather, will perhaps excite surprise; but none of us wore shoes at the time the ship went down. The Lascars never use any; and when it rained we always put off ours, as leather dressed in India is rendered useless by being wet. Some who tried bits of leather that were about the rigging, found the smell and taste too offensive to be endured.

After all that I suffered, I believe it fell short of the idea I had formed of what would probably be the natural consequence of such a situation as that to which we were reduced. I had read or heard that no person could live without food beyond a few days; and when several had elapsed, I was astonished at my having existed so long, and concluded that every succeeding day must be the last. I expected as the agonies of death approached, that we should be tearing the flesh from each other's bones. This apprehension filled me with horror; and perhaps the dread of the future helped to reconcile me to the present. Many of my companions expired delirious. The fear of a similar fate excited in me the most dreadful anticipations; and it was my fervent prayer to the Almighty, that he would be pleased to spare my reason in my last moments. I often wished that it might be his will to release me from my sufferings, but whenever the moment, as I supposed, drew near, nature shrunk from dissolution; I dreaded surviving my companions, and thus be the last victim; yet I did not wish to be the next.

One of the Lascars, whose body broke out in ulcers of a very disgusting appearance, died in the cat-harpings just under the mizen-top. His next

neighbour tried to throw the body into the sea; but it had got so jammed in among the ropes that he could not disengage it, and it remained there a day or two longer, until so noisome as to be intolerable. Many such occurrences could be related; but I must pass them over in silence, as the bare recollection of them, even at this distance of time, is too powerful for my feelings.

On the morning of the first of July, the eleventh day, Mrs Bremner found her husband dead in her arms. Our strength was then so much reduced, that it was with difficulty we threw his body overboard, after stripping off part of his clothes for the use of his wife. In the course of this day, two died in the mizen, and two more in the fore-top, with which we had of late little or no communication, being no longer able to come down the rigging, or speak loud enough to be heard at that distance. Several of the Lascars went forward after the gale abated, and our number was now so much diminished, that the two tops held us all. I can give very little account of the rest of the time; the sensation of hunger was lost in that of weakness; and when I could get a supply of fresh water, I was comparatively easy. Hitherto we had occasionally found the nights chilly; and as our strength decreased, so did our ability to endure the cold. The heavy rains by which we were drenched, though, in other respects beneficial, rendered it more severe; insomuch, that after sunset our limbs were quite benumbed, our teeth chattered, and we sometimes dreaded that we should die of extreme cold under a vertical sun. As the heat increased, it diffused its influence throughout our whole frame; we exposed first one side, then the other, until our limbs became pliant; and as our spirits

revived, we indulged ourselves in conversation, which sometimes even became cheerful. But as the meridian heat approached, the scorching rays renewed our torment; and we wondered how we could have wished the rain to cease.

Of those who were not in my immediate vicinity, I knew little, unless by their cries. Some struggled hard, and died in great agony; but it was not always those whose strength was most impaired that died the easiest, though, in some cases, it might be so. I particularly remember the following instances: Mr Wade's boy, a stout healthy lad, died early, and almost without a groan; while another, of the same age, but of a less promising appearance, held out much longer. The fate of these unfortunate boys differed also in another respect highly deserving of notice. Their fathers were both in the foretop when the boys were taken ill. The father of Mr Wade's hearing of his son's illness, answered with indifference, "that he could do nothing for him," and left him to his fate. The other, when the accounts reached him, hurried down, and watching a favourable moment, crawled on all fours along the weather gunwale to his son, who was in the mizen rigging. By that time only three or four planks of the quarter-deck remained just over the quarter-gallery, and to this spot the unhappy man led his son, making him fast to the rail to prevent his being washed away. Whenever the boy was seized with a fit of retching, the father lifted him up, and wiped away the foam from his lips; and if a shower came, he made him open his mouth to receive the drops, or gently squeezed them into it from a rag. In this affecting situation both remained four or five days, till the boy expired. The unfortunate parent, as if un-

willing to believe the fact, raised the body, looked wistfully at it, and, when he could no longer entertain any doubt, watched it in silence until it was carried off by the sea; then wrapping himself in a piece of canvas, sunk down, and rose no more; though he must have lived two days longer, as we judged from the quivering of his limbs when a wave broke over him.

This scene made an impression even on us whose feelings were, in a manner, dead to the world, and almost to ourselves, and to whom the sight of misery was now become habitual.

On the evening of the tenth of July, and, as nearly as we could calculate, the twentieth day since the ship went down, one of the people said he saw something like land in the horizon to the eastward. His assertion was heard without emotion, no one making any immediate effort to ascertain the truth. Although it produced no visible effect, it seemed to occasion some internal sensation; for a few minutes afterwards, on raising my head to observe the appearance the other had remarked, I found every eye turned towards it. We all continued looking the same way, though not very earnestly, till the dark shades of evening by degrees interrupted our view; and each then making his own observations, the whole of us agreed that it was land. Mrs Bremner and others asked my opinion if I thought there was yet a possibility of escape. I answered it did not appear to me to be land; but if it were, there was one comfort, that it would most likely soon put an end to our sufferings, as the ship would certainly ground a long way off shore, and be beat to pieces in a few hours. This had always been my opinion, so that I dreaded seeing land; but at the present moment

I was indifferent to every thing, and incapable of any acute sensation. I remember that on awaking at day-break next morning, I did not think of looking whether there was land in sight or not, till one of the people in the fore-top waved a handkerchief by way of signal that it was so. I then felt an inclination to get up and look, but happening to be in an easy position, with my arms folded so as to press against my stomach, I was too indifferent to turn myself round. My neighbours were more affected; some one got up, and declared it was land, which roused another, and by degrees all of us. It appeared to me very like land, but still I was neither sure, nor much interested about it. Mrs Bremner having asked me, if I thought it was the coast of Coromandel? this seemed to me such a ridiculous question, that I answered, if it was, she and I should go to the long room at Madras, and there be exhibited as curiosities under the pictures of Cornwallis and Meadows, at so much a head.

However, in the course of the day, it was so plain, there could no longer be any doubt; and anxiety then became general. I entertained some hopes of being saved, though abated by the apprehension of the ship's grounding far from shore; and could not help thinking, after having survived such extraordinary sufferings on the middle of the ocean, that it would be a cruel aggravation of the severity of our fate, thus to perish in sight of land. In the evening we were so near, as to perceive, with inexpressible anguish, that it was a wild jungle, without any appearance of inhabitants. I expected the ship would strike every moment, and lay down, persuaded I should never see another day. I slept notwithstanding, and was awakened

before day-light, by the ship beating on a rock, so violently as to shake the mast at every blow. I had foreseen this event, and was prepared to meet any fate. At day-break the motion was so violent, that we could not hold ourselves fast. The tide having then fallen several feet, the remaining beams of the upper deck were out of water. We therefore made an effort to get down to them, which we accomplished with some difficulty. The gunner and I endeavoured to assist Mrs Bremner, and brought her to the cat-harpings, but she was too weak to help herself, and we had not strength to carry her, so were obliged to leave her there, and with great difficulty got upon the beams. The tide by this time had left the ship so far, that she no longer moved, and the gun deck was almost dry. The Lascars came out of the foretop, and were searching among the rubbish for money, when I proposed to two of them, who seemed stronger than the rest, to bring Mrs Bremner down from the cat-harpings. But this they refused to do, unless she gave them part of the money which they understood she had about her. When the ship went down, she had fortunately put about thirty rupees in her pocket; and her anxiety to preserve them was often the subject of raillery among us, who little suspected how much these few rupees were to be instrumental in saving our lives. At last they agreed to bring her down to the gun deck for eight rupees, and the service was no sooner performed, than they insisted on being paid on the spot. This was the only instance they shewed of want of subordination or fellow-feeling for their companions in distress; for their conduct, except in this case, had been highly exemplary,

and particularly in the delicacy they uniformly shewed towards our unhappy females.

After resting ourselves some time on the gun-deck, we observed that the rudder-head had been knocked off, and that through the hole in which the head had been, there was a passage to the gun-room. As soon as the tide had left the orlop-deck, we got into the gun-room, to see if any thing remained, that could be of any use to us, but the sea had washed away every article, except three or four cocoa nuts, which, after a good deal of search, we found jammed under the timber. It might naturally be supposed that these were kept by the persons who had the good fortune to discover them; but it was not so; the very first that was found was shared among many, the finder only claiming the water of the nut as his exclusive property. In this he was disappointed, the liquor was turned by age into a few drops of oil, extremely unpalatable, and by no means calculated to allay thirst. The solid part, too, had no nourishment in it, and we found ourselves rather the worse for having ate of it. That a person under such circumstances should not have first considered himself before he helped his neighbour, may seem improbable, as may also other incidents here related. I will, however, state facts, without pretending to account for them. Had the cocoa nuts been ever so good, I am convinced that they would have been equally divided in the same manner; for indeed the sensation of hunger now gave us little or no pain; while that of thirst still continued predominant. Water, fresh water, was what perpetually haunted my imagination; not a short draught which I could gulp down in a moment, of this I could not endure the thought, but a large bowl-full, that I could scarcely hold in

my arms. And when I thought of victuals, I longed most for such as I could swallow at once, without the trouble of chewing.

Our situation in the gun-room was comparatively so much easier, and more comfortable than it had been at the mast heads, that we became in a manner content. I saw no prospect of being able to get ashore, and hardly wished to make the attempt, there being, in my opinion, no chance of safety there; and of the two deaths it seemed better to expire quietly on the wreck, than to be torn to pieces by tigers. Besides, I was not altogether void of hope, that by remaining on the wreck we might in the end be saved; the same dependence from which I had all along derived comfort still supporting me, namely, that God Almighty would not have prolonged our lives in a manner so extraordinary, had he not decreed to send us relief at last. And this belief was strengthened by remarking that none of us had died since we first saw land.

In the afternoon we observed something like men walking along the shore, which raised our expectations greatly. The whole of us who were able got on the taffal rail, and endeavoured to attract their attention, by waving cloths, and making all the noise in our power. But they did not take the smallest notice, and passed on, which seemed so unaccountable to us, that we began to doubt whether they were really men The sight of them, however, roused some of us to make an effort to reach the shore, and for that purpose we all went into the gun-room, to get out some small spars, which we had observed there. With infinite fatigue we launched six of them into the water, but these were not thought sufficient to support us all; and we were

so exhausted that we could move no more at that time. But towards evening six of the stoutest lascars got upon them, and it being the young flood, soon gained the beach, though there was a heavy surf. They found a stream of fresh water, of which having drank their fill, they lay down in despair under the shade of a bank on the beach. Next morning we observed them again walking towards the stream to drink, and it afforded us some consolation to know they were not destroyed by tigers; but we now thought ourselves too much reduced in strength and number to move a single spar. Two women, three old men, a middle aged man, who had been confined to bed for some days when the ship went down, a lad, and myself, composed the whole at this time on the wreck. Yet, strange to tell, these survived hardships to which the young and the robust had fallen an early sacrifice.

About noon, we observed a large party of natives coming along the beach to the spot where the men lay, and it was now that our attention was roused, to discover in what manner they treated our companions. They immediately kindled a fire, which we rightly concluded was for dressing rice. Soon afterwards they came down to the water's edge, waving handkerchiefs as a signal for us to come ashore. To describe our emotions at this moment, is utterly impossible. Between hope and fear, we were in a state of distraction. Though we saw they had no boats, and if they had the surf would preclude the use of them, still we entertained hopes that they would devise some means of coming off to us. My life which so recently had been a burden to me, now became infinitely precious; and though I observed pieces of

plank floating off from the ship, I was afraid to trust myself on one of them. I proposed to the gunner, and native boatswain, to assist me and my boy, in getting out a spar; they at first consented, but after some time gave up the attempt. With great difficulty myself, and my boy, got it tumbled into the water, and made it fast with a rope. After which we laid hold of a short piece of plank that was floating past, and secured it in the same manner. We had now each a piece of wood with which to make an effort. I hesitated some time, but was at last prevailed on by my boy, and we agreed to set off together. After he had got upon his piece of plank, my resolution failed me; however, when I considered that the people might leave the beach at night; and that I should have less strength to-morrow, I felt myself called on to make the attempt. I therefore took leave of Mrs Bremner, who, as I have already mentioned, was incapable of making the least exertion for herself, and even so weak as not to admit of one making any for her, with effect. It was with pain that I was obliged to leave her, but I hoped if I reached the shore, that I should prevail on some of the natives to come to her relief. She gave me a rupee at parting, and dismissed me with a thousand good wishes for my safety. Just while recommending myself to Divine Protection, the piece of wood got loose and floated away; I paused a moment, then summoning up all my fortitude, plunged into the sea. Though I could hardly move a joint before, whenever I got into the water, my limbs became pliant, and I soon swam to the spar, but could not long keep hold of it. Had it been flat it would have continued on one side, but being a perfect square, it turned round with every motion of the

water, and rolled me under it. This exhausted me so much as almost to put an end to my hopes; I repeatedly let it go in despair, but whenever I felt myself sinking, I caught hold of it again and grasped it with all my might. I observed that I did not get any nearer the shore, but drifted in a direction almost parallel to the beach. Foreseeing that I should not be able to hold out much longer, I tried every method to keep the spar from turning, and at last lay alongside of it with one hand and one leg over, while with the other arm and leg I struggled hard to get it towards the shore. For some time I succeeded tolerably well, but all at once was overwhelmed by a most tremendous sea, which broke over me and tore away the spar. I now thought all was over, and after a short struggle was beginning to sink, when another surf threw me right across the spar, which was carried back with considerable force by the reflux of the sea. I was almost breathless with the shock, yet I instinctively grasped the spar both with my arms and legs, and was several times rolled round and round along with it. I was also scratched with the sand and shells which the surf had carried back from the beach; but this I considered as a sign that I was near the shore, though I could not see it, which greatly animated my hopes. One or two more surfs threw me violently on the rocks; and to prevent the returning surf from carrying me back, I laid fast hold of them.

The only clothes I had on when I left the ship, were a flannel waistcoat, part of a shirt, and a pair of trowsers. The two first being ragged I tied in a bundle at my back to prevent their encumbering me, but I lost them in the surf. The trowsers I still had on, but finding them entangled in

the rocks when the surf retreated, I tore them off, and contrived to crawl on all fours, for I could not straighten my back, beyond the reach of the surf. Being now perfectly naked, I found the wind extremely cold, and therefore laid myself under the lee of a rock, where in a few minutes, though I observed some of the natives coming towards me, I fell asleep. Three or four of them soon awakened me, speaking in the Moor language, at which I was overjoyed, for I feared we were beyond the Company's territories, and in those of the king of Ava. They told me we were only six days journey from Chittagong, that they were the Company's ryots, or peasants, and would take care of me if I would accompany them. I answered as well as I could, that I was so much exhausted with fatigue, and the bruises I had received, that I could not stir, but begged to have a few grains of raw rice.

Wretched as my condition was, I felt distressed at being seen without clothes; which they no sooner observed, than one of them, a Birman inhabitant of Ava, to whose humanity we were all afterwards very much indebted, took his turban from his head, and tied it around my middle after the custom of the country. Observing me make ineffectual efforts to rise, two of them laid hold of my arms and bore me along, my feet seldom touching the ground. Coming to a little stream, I begged to be allowed to drink, from which they endeavoured to dissuade me, but as I would take no denial, they let go my arms and dropped me on my feet. I immediately fell on my face in the water, but instead of endeavouring to rise, I began to gulp it down as fast as I could, and should

certainly have drank to excess had I been permitted

I felt greatly relieved by bathing in the fresh water, as well as by what I had taken into my stomach, and walked the rest of the way leaning on the arms of my conductors. We soon arrived where their fire was kindled, and there I found my boy, the six Lascars, the gunner, and serang, or native boatswain. The Lascars had gained the shore the preceding day, as already mentioned, and the gunner and serang, though they had left the ship later, as well as my boy, who had set off about the same time with me, being all more expert swimmers, had reached the shore before me.

My joy at finding my companions safe, and at the accounts they gave of the humanity of our deliverers, quite overcame me, and for a while I believe that my mind was deranged. I could not comprehend how the gunner and serang had got on shore, as I had left them on board, and their explanations served only to bewilder me the more. I waited patiently about ten minutes until the rice was boiled, and did not ask for any raw, nor, when a little of the boiled was brought me on a leaf, would I touch it till they assured me that it was not too much. I then put some into my mouth with my fingers, but, after chewing a little, I found that I could not swallow it. One of the natives, observing my distress, dashed some water with his hand in my face, which, washing the rice down my throat, at first almost choaked me, but it caused such an exertion of the muscles, that I soon recovered the power of swallowing. For some time, however, I was obliged to take a mouthful of water with every one of rice. My lips and the inside of my mouth were so cracked with the heat,

that every motion of my jaws set them a-bleeding, and gave me great pain.

I never could exactly recollect what passed in the interval, until I awoke in the evening after a most refreshing sleep. I then represented to the natives the situation in which I had left Mrs Bremner and her fellow-sufferers; and, well knowing the influence of money on such minds, hinted, that if they would save her life, she was able liberally to reward them. Some of them promised to watch during the night, as the tide was then higher than in the day time, and would probably bring the wreck nearer to the shore.

I found myself very hungry after my repose, and was importunate that my deliverers should give me more rice, but they said they should have no more dressed that night. I therefore went to sleep again, and at midnight was awakened with the news that the lady and her maid were safe on shore. I rose immediately to welcome my fellow-sufferers, whom I found by the fire, after having ate some rice; and I think that I never saw joy more forcibly pictured that it was at that instant on the emaciated countenance of Mrs Bremner.

I afterwards understood that it was to the Birman's humanity she owed her safety. Finding that she had some rupees about her, the natives had already begun to form plans for dividing the spoil, which this worthy man overhearing, he watched his opportunity, and, with the assistance of one of his followers, saved the women, without stipulating for any reward.

During the night the ship parted in two; the bottom stuck fast on the rocks, and the upper part floated in so near that the two men who still re-

mained on the wreck, were able to wade to the beach.

We lay all night on the ground without any covering, and, as it rained hard, suffered much from the cold. In the morning we were supplied as before with rice from the natives; but they now began to inquire for the money which they understood Mrs Bremner had about her, and refused to give any more rice without being paid for it. The Lascars, eight in number, bargained for themselves out of the rupees they had received for bringing Mrs Bremner down from the cat-harpings, and, being all Mahometans, they lived separately from us, their religion forbidding them to eat with persons of any other cast. Mrs Bremner agreed to pay eight rupees for supplying the rest of our party with rice for four days, till we should gain strength enough to proceed to the nearest village, which was represented to be thirty miles to the northward.

At low water the natives went off to rummage the wreck, but they found every thing had been washed away except a few broken muskets, some iron, brass, and lead, and the loose copper about the ship's bottom, all of which they carried off. I endeavoured to persuade them to desist, by representing that they might be called to account for the plunder they were taking, but they maintained that they had a right to it for saving our lives. For this they owed me a grudge ever afterwards; and I soon had reason to repent of my zeal for the owners. I know not whether it was on that account, or because I was the only European, but they generally served me last, and gave me a less allowance than the rest. On those occasions my friend, the Birman, interposed his good offices, and

made a collection for me among his followers. Indeed they were sparing of rice to us all; and, fortunate for us, they were so, otherwise we should certainly have ate to excess. However, it was not this consideration that dictated their parsimony; for, though they saved our lives at first, they now treated us with great inhumanity, except the Birman and his followers, who were a check on the proceedings of the rest of the party, and thereby incurred their resentment.

The natives contrived to kill some of the wild deer, with which the country abounded, and ate the venison with the greatest composure before our eyes, without giving us a morsel But we picked up the bones after they had thrown them away, and boiled them into a soup, which we found a very palatable, and, I doubt not, a wholesome addition to our rice.

On the night before we were to set out for the village, Mrs Bremner, not being able to walk, the natives, after much altercation, agreed to carry her and her maid on bamboo litters for twelve rupees, and, for two more, to supply us, her four pensioners, with rice until our arrival there. Apprehensive that I should not be able to keep up with them, I earnestly intreated the like indulgence of a litter, assuring them that they would be liberally rewarded at Ramoo, which I now understood was the nearest settlement. But they positively refused it, unless I would pay them twice as much in ready money as Mrs Bremner, as I was so much heavier. I therefore determined to stay behind until my situation should be represented by her to the English gentlemen at Ramoo. However, though the natives at first agreed to supply me in the interval with rice for two rupees a-day, they

repented, and would not allow me a single ounce, and I found threats of the Company's displeasure equally unavailing as intreaties.

On the 17th of July, we set out at eight in the morning: Mrs Bremner, and her maid on litters, carried by four men; myself, my boy, the gunner, and serang on foot. The rest of our companions being all Moor men, had from the first attached themselves to the natives, and now remained behind with them near the wreck. We were each furnished with a bamboo for a walking staff, and the wind blowing fresh, being with us, greatly aided our progress.

After the second mile we stopped an hour. Here I fell asleep, but my joints were so stiff on awakening, that I was unable to rise without assistance, and I could not keep up with the party, as I was frequently obliged to rest. My boy, though he could walk much faster, and though, at the same time, under dreadful apprehensions from tigers, would not leave me, and we both fell considerably behind.

At length, after wholly losing sight of all my companions, I espied a party of Mugs, the natives of Aracan, near the beach, dressing rice. Not understanding their language, I was at a loss how to make known my distress. I went towards them nevertheless, in hopes that my wretched appearance might move their compassion, in which I was not mistaken. The chief accosting me in Portuguese, asked what had reduced me to my present condition. I replied in a few words, that I was shipwrecked, famished, and deserted by my companions, and entreated him to give me something to eat. He was much affected by the relation of my sufferings, and execrated the inhuman

wretches, whom he saw pass half an hour before, without speaking to them. He immediately supplied me with the best victuals he had, and observing that I ate in a ravenous manner, cautioned me to restrain my appetite at first, assuring me, at the same time, of a plentiful store for my journey. The tigers here, he said. were extremely shy and frightened by the smell of burning, and before we parted, he would teach me how to strike a fire.

The wounds I had received, in coming ashore, being full of sand and dirt, this benevolent stranger washed them clean, and rubbed them with ghee, by which they were soon healed. He gave me abundance of rice, and shewed me how to strike a fire, by rubbing two pieces of bamboo against each other. He concluded, with informing me, that he was a Portuguese pedlar, and now going from Chittagong, where he lived, to Aracan, with goods.

I was so much affected by his kindness, that I could hardly bid him adieu ; we parted, but I had not gone many yards, when he came running after me with a pair of trowsers, which he desired me to put on before I reached Ramoo, that my feelings might not be hurt by appearing there without clothes. At this fresh instance of his goodness, I could not refrain from tears. I was unable to express my gratitude ; once more we took an affectionate leave of each other, and I pursued my journey in high spirits.

I proceeded to a hut, about two miles distant, where I found the rest of the party eating rice. To shew that I was independent, I took out some of my rice for myself, and gave some to my boy. Resuming our journey, we were soon overtaken by several of those left behind at the wreck, together

with six of the Lascars. They had met my friend, the Portuguese, who reproached them for their inhumanity, and told them I was a great man, though now in distress, and that the governor of Chittagong would call them to a severe account for their conduct. This intelligence produced a wonderful change in their behaviour. They now affected to treat me with some respect; but I declined their civilities, only accepting of an offer from the guide to carry my pot of rice. I could not, however, but be sensibly moved by this fresh proof of my benefactor's kindness.

About noon next day we came to a river which could not be crossed until the tide fell; this we did on a raft of bamboos constructed by the natives, five or six swimming on each side. The stiffness in our legs had so much increased, that we could do little more than crawl, and were often left behind.

On the following day we arrived in the village of the natives. Unable to reach the Zemindar's house, I went into the first hut I found open; and was so much exhausted that I would have lain there all night. Some person who saw me enter, followed, and led me out of it into Doomo Ali Sheikdar's house, who received me with great cordiality He immediately ordered every refreshment for me, and treated us all with apparent kindness. But I had soon reason to question the sincerity of his professions.

Ramoo I learned was only about four miles distant; however, the Zemindar, on my proposing to go there, urged us to remain ten or twelve days longer, saying he would send a thirty-oared boat with us to Calcutta. I suspected not only that he connived at the past, but now began to form a

more extensive scheme of plunder from the wreck of the Juno. The cargo was yet untouched, and this was a prize too tempting for the Zemindar's virtue.

My impatience to get to Ramoo hourly increasing, I secretly determined to go thither by land, after trying every argument in vain to prevail on the Zemindar to give us a boat thither. On the 21st, he took me into a private room, and having made many professions of good-will, told me that though he had no concern in the plunder of the wreck, he was liable to be made responsible for it by the magistrate of the Islamabad district, resident at Chittagong. He therefore proposed that I should give him a certificate under my hand, stating that he had not taken any share of the plunder; and on this condition, he would immediately furnish me with a boat to Ramoo, or any other place I desired.

Thinking it fair to repel stratagem by stratagem, I affected readily to agree to his proposal; but instead of such a certificate, drew up a short sketch of our misfortunes and present condition. Apprehensive, however, that some of the Zemindar's people might understand English, I wrote the certificate required. With this he proceeded to Ramoo, and gave it to the phougedar, or officer of police, who presented it by mistake for another paper to Lieutenant Towers, commanding a detachment there. This produced further inquiries. Lieutenant Towers was struck with the evasions of the phougedar, and at last discovered the truth. He immediately sent a boat with a proper escort, provisions, and money, along with a letter to me, on the 22d July.

On that evening, finding myself deceived by the promises of the Zemindar, I resolved next

morning to proceed alone to Ramoo; and my companions agreed to spare part of their supper, which I privately laid up. Soon after retiring to rest, the escort arrived, and next day at noon we reached Ramoo in safety. Lieutenant Towers came down to the river side to receive us, and his feeling heart was deeply affected by our ghastly appearance. He immediately conducted us to his house, resigned his own bedchamber to Mrs Bremner, and provided for all the rest. He was himself our servant, our surgeon, and even our cook. Nothing could exceed the tender solicitude he shewed to relieve our wants, and administer to our comfort; it did honour to his feelings, and never, never shall the remembrance of it be effaced from my mind.

We embarked on the 26th of July in two boats, and on the 28th arrived at Chittagong, where Lieutenant Price commanded The kindness and hospitality which we experienced from this officer, could only be equalled by that of Mr Towers.

Resting myself a day, I proceeded to Mr Thompson, the judge and magistrate of the Islamabad district, who ordered a guard to proceed to the wreck, and prevent further depredations. An affidavit signed by Mrs Bremner, Thomas Johnson, the gunner, and myself, of the facts that had happened, was drawn up and entered in the public register; and an attested copy was forwarded to the owners at Madras.

My friend, the Portuguese pedlar, having informed me that his wife lived here, I inquired for her, and learned, with great regret, that she had died a few days before, leaving no family.

In a week afterwards, being much recruited, I set out to recover the remainder of the wreck. Embarking on the eighth of August, in a boat,

with carpenters and others necessary to assist me, I arrived on the twelfth at Ramoo. Having rested a day with my much esteemed friend, Lieutenant Towers, I set out by land on the fourteenth, in a palanquin, and arrived at Juno's Bay, for so I had named it, on the seventeenth.

Two temporary huts were erected immediately on my arrival; but owing to the incessant rains little could be done during the first week. However, I got on tolerably well after these had abated, and by the sixth of October had all the timber landed and piled up. I then burnt the remains of the unfortunate Juno. Having thus come at the iron-work, it was carefully collected, and leaving the gunner in charge of it, I returned to Chittagong. While there, I was directed again to proceed down to the bay, and deliver up the whole to Captain Gallaway of the Restoration, then lying in the bay for that purpose.

I accordingly hurried down once more; and against the 25th of November, every thing being shipped on board the Restoration, I took my passage in her for Calcutta, where I arrived on the 12th of December 1795.

With respect to the fate of my companions in misfortune, Mrs Bremner having recovered her health and spirits, was afterwards well married. My faithful boy took such an aversion to the sea, that I reluctantly left him behind at Chittagong. One of the two men left in Juno's bay, died soon afterwards; his companion, the same person already mentioned as labouring under a severe illness at the commencement, still continued to suffer when placed in the hospital at Calcutta, whither he was carried in the Restoration.

How, it may be asked, was it possible to ascer-

tain the interval from the first of July to the 20th? Of the preceding time I have a distinct recollection; but of what followed, my remembrance is perplexed and obscure. The fact is, that on the ship's going down, having the prospect of long continuance in our dismal situation, many of us began to reckon the days and nights by cutting notches on the mast, or tying knots on a rope yarn. As individuals dropped, this reckoning was interrupted, disturbed, and at length lost; however memory was gradually restored on getting ashore, and an accurate measurement of time obtained.

The author of the preceding narrative, on his arrival at Calcutta in December 1795, having recovered all the effects of his disaster, was appointed to one of the Company's country-ships, which was dispatched for Europe and arrived in August 1796. No sooner had she discharged her cargo, than she was ordered with troops to the West Indies, and did not return until August 1797. In the month of November the author again sailed for India.

Aracan, on the coast of which the preceding calamitous shipwreck occurred, was formerly a separate and independent kingdom, governed by its own sovereigns, but annexed by conquest to the Birman empire in the year 1783. The inhabitants, who are said to have formerly led all shipwrecked persons into slavery, are sometimes called Mughs by Europeans, because Mogo was a term of sanctity and veneration applied to the priesthood and the king. Aracan extends south-south-east from the river Naaf, bounding the British territories in India, to Cape Negrais, in about

16° of N. latitude. Beside it is an island of the same name, whereon the British established a settlement in the middle of the preceding century, occupying a tract ceded by the Birmans. Not long afterwards, in the year 1759, it was found expedient to evacuate Negrais, because it could not receive that effectual support from government which is indispensible to the welfare of a rising colony. Captain Newton the resident, was therefore recalled, and carried along with him the majority of the settlement, leaving behind a few persons to preserve the right of possession, and some materials for ship-building, which could not be conveniently removed.

Soon afterwards Mr Southby was sent from Bengal in the Victoria snow for the same purpose, and after encountering a severe gale of wind, anchored in a very shattered and distressed condition in the harbour of Negrais. There he found the Shaftesbury East Indiaman, which had put in for supplies of provisions and water.

About this time, it appears that the conduct of the English had excited the jealousy of the sovereign of the Birman empire, which, from the exaggeration of trivial incidents, grew into a violent prepossession against them. This was aggravated by sentiments instilled into the mind of the king by Lavine, a young Frenchman, left in Ava as a hostage by his countrymen, an Armenian who viewed the increasing influence of the English with dislike, and Antonio, a Portuguese, who acted as interpreter.

The last of these persons came down to Negrais to meet Mr Southby, under pretence of delivering a letter to him from the king; and being a man of some official consequence, was treated with much

civility by Mr Hope, the former resident, as well as by Mr Southby. On the sixth of October 1759, being the second morning after debarkation, Antonio having visited him in the morning, was invited to return to dinner, in a temporary edifice then belonging to the English; but whilst the entertainment was serving up, the treacherous guest withdrew, and, at the same instant, a number of armed Birmans rushed in, and inhumanly murdered both Mr Southby and Mr Hope. This being the general signal for massacre, two other Europeans, Messrs Robertson and Briggs, and eight more of inferior note, were attacked, five of whom were killed in a separate apartment. The survivors, along with Mr Robertson and Mr Briggs, having secured themselves in a store-room, remained on the defensive until the afternoon, when they received a solemn assurance that their lives should be spared. But, on surrendering, they experienced the most brutal treatment; Mr Briggs, weak and stiff with his wounds, being unable to move with that expedition which the assassins demanded, was knocked down and murdered. The remainder were conducted to the water-side, where Antonio was in waiting with a boat to receive them; they were unchained by him, and conducted to the king at Rangoon.

A midshipman belonging to the Shaftesbury, about to enter the building when the massacre commenced, was alarmed by the cries of his unfortunate countryman, and fled to the shore, escaping a spear which was thrown at him in his retreat. There he, and some black people, belonging to the settlement, were carried off by the Shaftesbury's pinnace. Her long-boat also luckily was able to push off before the Birmans could take possession

of her, and to make a signal of distress to the ship, by hoisting an ensign with the union downwards.

The Birmans, by this means making themselves masters of the fortified works, and having massacred or dispersed the whole settlers, next directed the guns of the battery, amounting to nine, against the Shaftesbury. Here Lavine, the Frenchman, conspicuously distinguished himself, as he had previously rushed into the works, at the head of a banditti, and completed the slaughter. The Shaftesbury returned the fire from the shore, and the engagement continued, until night put a termination to hostilities. Her second officer was killed, her running-rigging damaged, and also her hull, by shots between wind and water. The Birmans, of whom many likewise fell, having renewed the action next morning, she weighed anchor, and dropped down to the mouth of the harbour, in company with the Victoria snow, where both were beyond the range of the battery.

A small vessel having, on the 16th, reached the settlement, the Birmans abandoned it, and set fire to the buildings. The captain of the Victoria ventured ashore a few days afterwards, and was shocked to behold the mangled bodies of his countrymen. Amongst these he recognised the remains of Messrs Southby, Hope, and Briggs, and the bodies of nearly an hundred of the natives, who had belonged to the settlement, in different capacities, lay scattered around. On the appearance of some Birman boats, the captain of the Victoria judged it prudent to depart; accordingly, weighing anchor, he left a shore which proved so fatal to his friends, and sailed for Bengal.

In the subsequent year, by means of conciliatory measures, the captives who were led away at

the time of the massacre, were restored by the king of Ava.

These circumstances prove how fortunate it was for the shipwrecked company of the Juno to be cast away near the British territory in India. Throughout the East there is always a predominant propensity to lead those brought under the power of the natives into slavery.

LOSS

OF THE CATHARINE, VENUS, AND PIEDMONT TRANSPORTS; AND THREE MERCHANT SHIPS, NEAR WEYMOUTH, 18TH DECEMBER 1795.

THE miseries of war are in themselves great and terrible, but the consequences which arise indirectly from it, though seldom known and little adverted to, are no less deplorable. The destruction of the sword sometimes bears only an inconsiderable proportion to the havock of disease, and, in the pestilential climates of the western colonies, entire regiments, reared in succession, have as often fallen victims to their baneful influence.

To prosecute the war with alacrity, it had been judged expedient to transport a strong body of troops on foreign service, but their departure was delayed by repeated adversities, and at length the catastrophe which is about to be related ensued.

On the 15th of November 1795, the fleet, under convoy of Admiral Christian's squadron, sailed from St Helens. A more beautiful sight than it exhibited cannot be conceived; and those who had nothing to lament in leaving their native country, enjoyed the spectacle as the most magnificent produced by the art of man, and as that which the

natives of this island contemplate with mingled pride and pleasure.

Next day, the wind continuing favourable, carried the fleet down Channel; and as the Catharine transport came within sight of the isle of Purbeck. Lieutenant Jenner, an officer on board, pointed out to another person the rocks where the Halsewell and so many unfortunate individuals had perished. He and Cornet Burns had been unable to reach Southampton until the Catharine had sailed, therefore they hired a hoy to overtake her, and on embarking at St Helen's the former expressed his satisfaction, in a letter to his mother, that he had been so fortunate as to do so.

On Tuesday the 17th, the fleet was off Portland, standing to the westward; but the wind shifting and blowing a strong gale at south-south-west, the admiral, dubious whether they could clear the Channel, made a signal for putting into Torbay, which some of the transports were then in sight of. However, they could not make the bay; the gale increased, and a thick fog came on; therefore the admiral thought it expedient to alter his design, and about five in the afternoon made a signal for standing out to sea. Of the circumstances relative to the Catharine, a more detailed account has been preserved than respecting the other vessels of the fleet; and they are preserved by a female, with whose name we are unacquainted, in these words:

"The evening of the 17th was boisterous and threatening; the master said he was apprehensive that we should have bad weather; and when I was desired to go on deck and look at the appearance of the sky, I observed that it was troubled and red, with great heavy clouds flying

in all directions, and with a sort of dull mist surrounding the moon. On repeating this to the other passengers, two of whom had been at sea before, they said we should certainly have a stormy night, and indeed it proved so very tempestuous that no rest was to be obtained. Nobody, however, seemed to think there was any danger, though the fog was so thick that the master could see nothing by which to direct his course; but he thought that he had sufficient sea-room.

The fatigue I had suffered from the tossing of the ship, and the violence with which she continued to roll, had kept me in bed. It was about ten o'clock in the morning of the 18th, when the mate looked down into the cabin and cried, "Save yourselves if you can!"

The consternation and terror of that moment cannot be described; I had on a loose dressing gown, and wrapping it round me I went up, not quite on deck, but to the top of the stairs, from whence I saw the sea break mountains high against the shore. The passengers and soldiers seemed thunderstruck by the sense of immediate and inevitable danger, and the seamen, too conscious of the hopelessness of any exertion, stood in speechless agony, certain of meeting in a few minutes that destruction which now menaced them.

While I thus surveyed the scene around me in a kind of dread which no words can figure, Mr Burns, an officer of the dragoons, who had come up in his shirt, called to Mr Jenner and Mr Stains for his cloak; nobody, however, could attend to any thing in such a moment but self-preservation.

Mr Jenner, Mr Stains, and Mr Dodd the surgeon, now passed me, their countenances suffi-

ciently expressing their sense of the situation in which we all were. Mr Burns spoke cheerfully to me; he bade me take good courage, and Mr Jenner observed, there was a good shore near, and all would do well.

These gentlemen then went to the side of the ship, with the intention, as I believe, of seeing whether it was possible to get on shore. The master of the vessel alone remained near the companion; when suddenly a tremendous wave broke over the ship, and struck me with such violence, that I was stunned for a moment, and, before being able to recover myself, the ship herself struck with a force so great as to throw me from the stairs into the cabin. the master also being thrown down near me. At the same instant, the cabin, with a dreadful crash, broke in upon us, and planks and beams threatened to bury us in ruins. The master, however, soon recovered himself; he left me to go again upon deck, and I saw him no more.

A sense of my condition lent me strength to disengage myself from the boards and fragments by which I was surrounded, and I once more got up the stairs, I hardly know how. But what a scene did I behold! The masts were all lying across the shattered remains of the deck, and no living creature appeared on it; all were gone, though I knew not then they were gone for ever. I looked forward to the shore, but there I could see nothing except the dreadful surf that broke against it, while, behind the ship, immense black waves rose like tremendous ruins. I knew that they must overwhelm her, and thought that there could be no escape for me.

Believing, then, that death was immediate and

unavoidable, my idea was to regain my bed in the cabin, and there, resigning myself to the will of God, await the approaching moment. However, I could not reach it, and for a while was insensible; then the violent striking and breaking up of the wreck again roused me to recollection. I found myself near the cabin windows, and the water was rising round me. It rapidly increased, and the horrors of drowning were present to my view: yet do I remember seeing the furniture of the cabin floating about. I sat almost enclosed by pieces of the wreck, and the water now reached my breast.

The bruises I had received made every exertion extremely difficult, and my loose gown was so entangled among the beams and fragments of the ship, that I could not disengage it. Still the desire of life, the hope of being welcomed on shore, whither I thought my friends had escaped, and the remembrance of my child, all united in inspiring me with courage to attempt saving myself. I again tried to loosen my gown, but found it impossible, and the wreck continued to strike so violently, and the ruins to close so much more around me, that I now expected to be crushed to death.

As the ship drifted higher on the stones, the water rather lessened as the waves went back, but on their return continued to cover me, and I once or twice lost my breath, and, for a moment, my recollection. When I had power to think, the principle of self-preservation still urged me to exertion.

The cabin now broke more and more, and, through a large breach, I saw the shore very near me. Amidst the tumult of the raging waves I had a glimpse of the people, who were gathering up what the sea drove towards them; but I thought

they could not see me, and from them I despaired of assistance. Therefore I determined to make one effort to preserve my life. I disengaged my arms from the dressing-gown, and, finding myself able to move, I quitted the wreck, and felt myself on the ground. I attempted to run, but was too feeble to save myself from a raging wave, which overtook and overwhelmed me. Then I believed myself gone; yet, half-suffocated as I was, I struggled very much, and I remember that I thought I was very long of dying. The wave left me; I breathed again, and made another attempt to get higher upon the bank, but, quite exhausted, I fell down, and my senses forsook me.

By this time I was observed by some of the people on the bank, and two men came to my assistance. They lifted me up: I once more recovered some faint recollection; and, as they bore me along, I was sensible that one of them said the sea would overtake us; that he must let me go and take care of his own life. I only remember clinging to the other and imploring him not to abandon me to the merciless waves, But I have a very confused idea of what passed, till I saw the boat, into which I was to be put to cross the Fleet water: I had then just strength to say, "For God's sake do not take me to sea again."

I believe the apprehension of it, added to my other sufferings tended to deprive me of all further sensibility, for I have not the least recollection of any thing afterwards until roused by the remedies applied to restore me in a farm-house whither I was carried. There I heard a number of women around me, who asked a great many questions, which I was unable to answer. I remember hearing one say I was a French woman; another say that I

was a negro; and indeed I was so bruised, and in such a disfigured condition, that the conjectures of those people are not surprising.

When recovering some degree of confused recollection, and able to speak, I begged they would allow me to go to bed. This, however, I did not ask with any expectation of life, for I was now in such a state of suffering, that my only wish was to be allowed to lie down and die in peace.

Nothing could exceed the humanity of Mr Abbot, the inhabitant of Fleet farm-house, nor the compassionate attention of his sister, Miss Abbot, who not only afforded me immediate assistance, but continued for some days to attend me with such kindness and humanity, as I shall always remember with the sincerest gratitude."

The unfortunate sufferer who gives the preceeding account, was attended with great humanity by Mr Bryer, while a wound in her foot, and the dangerous bruises she had received, prevented her from quitting the shelter she first found under the roof of Mr Abbot, at Fleet. As soon as she was in a condition to be removed to Weymouth, Mr Bryer, a surgeon there, received her into his own house, where Mrs Bryer assisted in administering to her recovery such benevolent offices of consolation as her deplorable situation admitted. Meantime, the gentlemen of the south battalion of the Gloucester Militia, who had done every thing possible towards the preservation of those who were the victims of the tempest, now liberally contributed to alleviate the pecuniary distresses of the survivors. None seemed to have so forcible a claim on their pity as this forlorn and helpless stranger; and she alone, of forty souls, except a single ship-boy, survived the wreck of the Catherine. There perished,

twelve seamen, two soldiers' wives, twenty-two dragoons, and four officers, Lieutenant Stains, Mr Dodd of the hospital-staff, Lieutenant Jenner, the representative of an ancient and respectable family in Gloucestershire, aged thirty-one, Cornet Burns, the son of an American loyalist of considerable property, who was deprived of every thing for his adherence to the British Government. Having no dependence but on the promises of government to idemnify those who had suffered on that account, he, after years of distress and difficulty obtained a cornetcy in the 26th regiment of dragoons, then going to the West Indies, and was thus lost in his twenty-fourth year. This officer had intended embarking in another transport, and had actually sent his horse on board, when finding the Catherine more commodious, he gave her the preference, while the other put back to Spithead in safety. The mangled remains of Lieutenant Jenner were two days afterwards found on the beach, and interred with military honours.

But the Catherine was not the only vessel which suffered in the tempest. Those who on shore had listened to it raging on the preceding evening, could not avoid feeling the most lively alarm for the consequences; and early on the morning of the eighteenth of November, several pilots and other persons assembled on the promontory called the Look-out at Weymouth. Thence they too evidently discovered the distress and danger of many of the transports.

Soon after, a lieutenant of the navy, residing at Weymouth, applied to the major of a militia regiment, for a guard to be sent to the Chesell Bank, as a large ship, supposed to be a frigate, was on shore.

This was immediately granted, and the major himself marched along with a captain's guard.

The violence of the wind was so great, that the party could with difficulty reach the place of their destination. There they found a large merchantman, the Æolus, laden with timber for government, on shore. Lieutenant Mason of the navy, and his brother, a midshipman, perished in her, and a number of men who would probably have been saved had they understood the signals from shore. The men of Portland who crowded down to the scene of desolation, meant to express, by throwing small pebbles at them, that they should remain on board, to make them hear was impossible, because they foresaw that the ship would drive high on the bank. Should that be the case, they might soon leave her without hazard; and accordingly those who continued on board were saved, though many of them were dreadfully bruised.

Not far from the same place, the Golden Grove, another merchantman, was stranded, and in her Dr Stevens and Mr Burrows of St Kitts were lost. Lieutenant-Colonel Ross, who was also there, escaped on shore. These two vessels had struck against a part of the Passage-House, almost on the same spot where a French frigate, the Zenobia, had gone to pieces in 1763.

But the scene of distress was infinitely greater about four miles to the westward, where, as already related, the Catherine was wrecked. Along with her, nearly opposite to the villages of Fleet and Chickerell, the Piedmont and Venus, two transports, and soon after the Thomas, a merchant ship, shared the same fate.

One hundred and thirty-eight soldiers of the

63d regiment, under the command of Captain Barcroft, were on board the Piedmont: also Lieutenant Ash, and Mr Kelly, surgeon of the same regiment. Of all these, only Serjeant Richardson, eleven privates, and four seamen, survived the catastrophe; all the rest perished.

Captain Barcroft's life had passed in the service. While yet a very young man, he served in America during the war between England and her colonies; and being then taken prisoner, was severely treated. On commencement of the war which has so many years desolated Europe, he raised a company in his native county, and served with it on the Continent during the campaign of 1794. Under a heavy fire of the enemy, he was one of the last men who retreated with it along a single plank, knee-deep in water, from the siege of Nimeguen. In a few months after the disastrous retreat on the Continent, in winter 1794, he was ordered to the West Indies, and, in the outset of his voyage, perished in the tempest.

Of the few who reached the shore from the Piedmont, there was scarce one who was not deadfully bruised; and some had their limbs broken. An unfortunate veteran of the 63d, though his leg was shockingly fractured, had sufficient resolution to creep, for shelter, under a fishing boat which lay inverted on the farther side of the bank. There his groans were unheard, until a young gentleman, Mr Smith, a passenger in the Thomas, a merchantman, who had himself been wrecked, and was now wandering along the shore, discovered him. In this ship, the Thomas, bound to Oporto, the master, Mr Brown, his son, and all the crew, except the mate, three seamen, and also Mr Smith, were lost. The last was on his way to Lisbon;

but his preservation was chiefly in consequence of his remaining on board after all the rest had left the ship, or were washed away by the waves. She had then drifted high on the bank, when he leaped out of her and reached the ground.

Though weak and encumbered by his wet clothes, he gained the opposite side of the bank, but on gazing on the dreary beach around him, he considered himself cast away on an uninhabited coast. At length he observed a fishing-boat, and approaching it, heard the groans of the unfortunate old soldier, whom he attempted to relieve. But alone he found himself unable to fulfil his intention, and it was a considerable time before he observed any means of assistance near. At last, perceiving a man at some distance, he hastened to him, eagerly inquiring whether a surgeon could be procured for a poor creature with a broken limb, who lay under the boat. Probably the man showed little alacrity, for Mr Smith found it necessary to purchase his good offices by a gift of half-a-guinea, which he imagined would induce him to seek what was so much required. But the man, pocketing the half-guinea with the greatest composure, said he was a king's officer, and must see what bales of goods were driven on shore; then telling Mr Smith there was a ferry about four miles off, by which he might get to Weymouth. The youth was thus disappointed of his humane design, and the soldier died in that deplorable condition before any other aid attained him.

In the Thomas, the vessel to which Mr Smith belonged, he witnessed scenes not less distressing. Mr Brown, the master of the vessel, was carried away by an immense wave, just as he was strip-

ping off his clothes to endeavour to save himself. His son exclaiming, "Oh my father, my father! my poor father!" instantly followed. The bodies of both were afterwards found and interred at Wyke.

Of ninety-six persons on board the Venus, only Mr John Darley of the hospital staff, serjeant-major Hearne, twelve soldiers, four seamen, and a boy were saved. Mr Darley escaped by throwing himself from the wreck, at a moment when it drifted high on the stones; he reached them without broken limbs, but, overtaken by the furious sea, he was carried back, not so far, however, that he was incapable of regaining the ground. Notwithstanding the weight of his clothes and his exhausted state, he got to the top of the bank, but there the power of farther exertion failed, and he fell. While lying in this situation, trying to recover breath and strength, a great many people from the neighbouring villages passed him; they had crossed the Fleet water in the hopes of sharing the plunder of the vessels which the lower inhabitants of the coast are too much accustomed to consider their right.

Mr Darley seems to have been so far from meeting with assistance from those who were plundering the dead, without thinking of the living, that although he saw many boats passing, and repassing the Fleet water, he found great difficulty in procuring a passage for himself and two or three fellow-sufferers who had now joined him. But having passed it he soon met with Mr Bryer, to whose active humanity all the sufferers were eminently indebted.

Before the full extent of this dreadful calamity was known at Weymouth, the officers of the South

Gloucester Militia, with equal humanity, were devising how they might best succour the survivors, and perform the last duties to the remains of those who had perished. On the morning of the nineteenth of November, one of them, accompanied by Mr Bryer of Weymouth, rode to the villages where those who had escaped from the various wrecks had found a temporary shelter. In a house at Chickerell, they found serjeant Richardson and eleven privates of the 63d regiment; two of the latter had fractured limbs, and almost all the rest either wounds or bruises. In other houses the sufferers had been received, and were as comfortably accommodated as circumstances would admit.

The gentlemen then crossed the Fleet water to the beach, and there, whatever idea was previously formed of it, the horror of the scene infinitely surpassed expectation; no celebrated field of carnage ever presented, in proportion to its size, a more awful sight than the Chisell Bank now exhibited. For about two miles it was strewed with the dead bodies of men and animals, with pieces of wreck, and piles of plundered goods, which groups of people were carrying away, regardless of the sight of drowned bodies that filled the new spectators with sorrow and amazement.

On the mangled remains of the unfortunate victims, death appeared in all its hideous forms. Either the sea, or the people who had first gone down to the shore, had stripped the bodies of the clothes which the sufferers had wore at the fatal moment. The remnants of a military stock; the wristbands, or collar of a shirt, or a piece of blue pantaloons, were all the fragments left behind.

The only means of distinguishing the officers was the different appearance of their hands from

those of men accustomed to hard labour; but some were known by the description given of them by their friends, or by persons who were in the vessels along with them. The remains of Captain Barcroft were recognized by the honourable scars that he had received in the service of his country; and the friends and relatives of him, and several more, had the satisfaction of learning that their bodies were rescued from the sea, and interred with military honours.

Early in the morning of the twentieth of November, a lieutenant of the militia regiment who had been appointed to superintend the melancholy office of interment, repaired to the scene of destruction. But from the necessary preliminaries of obtaining the authority of a magistrate to remove the bodies, not more than twenty-five were buried that day. The bodies of Captain Barcroft, of Lieutenant Sutherland, Cornet Graydon, Lieutenant Ker, and two women, were then selected to be put into coffins Next day, those of Lieutenant Jenner and Cornet Burns, being found, were distinguished in the like manner.

The whole number of dead found on the beach, amounted to two hundred and thirty-four; so that the duty of interment was so heavy and fatiguing, that it was not until the twenty-third that all the soldiers and sailors were deposited. Of these there were two hundred and eight, and they were committed to the earth as decently as circumstances would admit, in graves dug on the Fleet side of the beach, beyond the reach of the sea, where a pile of stones was raised on each, to mark where they lay. Twelve coffins were sent to receive the bodies of the women, but nine only being found,

the supernumerary ones were appointed to receive the remains of the officers.

Two waggons were next sent to the Fleet water to receive the coffins, in which the shrouded bodies of seventeen officers and nine women had been placed, and on the 24th were carried to the church-yard of Wyke, preceded by a captain, subaltern, and fifty men of the Gloucester militia, and attended by the young gentleman before mentioned, Mr Smith as chief mourner. The officers were interred in a large grave, near the foot of the church-tower with military honours, and Lieutenant Ker in a grave on the other side of the tower. The remains of the nine women, which had been deposited in the church during the ceremony, were next committed to the earth.

Two monuments have been erected in commemoration of the unfortunate sufferers, the first bearing the following inscription:

To the memory of Captain AMBROSE WILLIAM BARCROFT, Lieutenant HARRY ASH, and Mr KELLY, Surgeon of the 63d regiment of Light infantry; of Lieutenant STEPHEN JENNER, of the sixth West India regiment; Lieutenant STAINS, of the second West India regiment; Lieutenant JAMES SUTHERLAND, of Colonel Whyte's West India regiment; Lieutenant B. CHADWICK, of Col. Whyte's West India regiment; Cornet WILLIAM STUKELY BURNS, of the 26th light dragoons; Cornet BENJAMIN GRAYDON, of the third West India regiment; two hundred and fifteen SOLDIERS and SEAMEN, and Nine WOMEN, who perished by shipwreck on PORTLAND BEACH, opposite the villages of Langton, Fleet, and Chickerell, on Wednesday the 18th day of November 1795.

On the second monument is inscribed,

Sacred to the memory of Major JOHN CHARLES KER, Military Commandant of Hospitals in the Leeward Islands, and to that of his son, Lieutenant JAMES KER, of the 40th regiment of foot, who both departed this life on the 18th of November 1795, the first aged 40, and the latter 14 years.

"The fate of both was truly deplorable, and is a melancholy example of the uncertainty of human affairs.

"They were embarked in the Venus transport, and left Portsmouth the 15th of the above mentioned month, with a fleet full of troops, destined on an expedition to the West Indies, under the command of General Sir Ralph Abercromby.

"A storm having arisen on the 17th which lasted till the next day, many of the ships were lost, and the Venus wrecked on Portland Beach; Major Ker and his son were both unfortunately drowned, with the greater part of the soldiers and crew.

"The major's body could not be found, although it is possible it may have been among the many others which were driven ashore, and buried in this church-yard.

"His son's corpse was ascertained, and lies interred under this stone, which is raised at the expence of John William Ker, Esq. brother of the major, in commemoration of the affection he bore him."

LOSS

OF THE AMERICAN SHIP HERCULES, ON THE COAST OF CAFFRARIA, JUNE 16th 1796. BY BENJAMIN STOUT.

THE narrative to which we now proceed, is perhaps less interesting from the calamity it relates, than from the view in which it exhibits the natives of Caffraria. Whether uncivilized nations are in themselves barbarous, or whether the acts of cruelty, too often displayed by them, are only the retaliation of injuries, has been the source of keen and lively disputation. Some maintain the innate virtue of savages, others their innate unconquerable vice. This is not the place to enter on such an argument, where the leading object is more to describe facts than to search for causes. In the course of these volumes, every different variety will be seen in almost every different nation; many things will meet applause, and many receive censure. Yet in a cursory consideration of the more barbarous tribes of mankind, it is not to be denied that we must rather lean to that character which represents them arbitrary, cruel, and vindictive. If they are liberal, it is generally from self-interest; if they are trusty, it is because they are afraid to betray. They are tractable while overawed by power, but little de-

pendence can be put in them, when there is no other resource. But this should be no matter of surprise. How rarely is real and disinterested virtue to be seen among men the most civilized; how seldom sincerity, magnanimity, or true charitable indulgence? These qualities are found among savages indeed, where, perhaps, they should be considered so many exceptions from their accustomed nature. They are too well marked in polished society, to be regarded as common occurrences. Probably our knowledge of the savage state is still limited, notwithstanding all that has been said and written upon it, for we cannot help regretting that the number of philosophic observers, who could justly appreciate properties and defects, have hitherto been few.

The American ship Hercules, commanded by Captain Benjamin Stout, arrived at Bengal about the month of December 1795. Though designing another voyage, he chartered his ship to the British East India Company, and took on board above nine thousand bags of rice, which he was ordered to carry with the greatest dispatch to London. Intelligence had reached the Indian settlements of a failure in the crops of Britain, whence quantities of rice, as a substitute, were shipped with the utmost activity. Most of the crew were engaged in India, and chiefly consisted of Lascars, with a mixture of Americans, Danes, Swedes, Dutch, and Portuguese, the whole amounting to sixty-four persons. The necessary arrangements for the voyage being completed, the ship sailed from Sagar Roads, on the seventeenth of March 1796.

"Nothing material occurred," Captain Stout proceeds "until the first of June following, at which time we reached 35° south latitude, and 28° 40′

east longitude. It then began to blow a gale, which progressively increased until the seventh. Though bred to the sea from my earliest youth, all that I had either heard or read of before, presented no adequate idea of those sublime effects which the raging of the elements produced. The ship, raised on mountains of water, was in a moment precipitated into an abyss, where she seemed to wait until the coming sea elevated her again to the clouds. The incessant roaring of the winds and waves, wrought an awful sensation in the minds of the most experienced seamen, who, for some time, appeared in a state of stupefaction, while others, less accustomed to the dangers of a maritime life, vented their fears in cries and exclamations. Night came on worse than the day had been, and a sudden shift of wind, about midnight, threw the ship into the trough of the sea, which struck her aft, tore away the rudder, started the stern-post, and shattered the whole of her stern frame.

The pumps were immediately sounded, and, in the course of a few minutes the water had increased to four feet. One gang was instantly put on them, and the remainder of the people employed in getting up rice from the run of the ship, and heaving it over, to come at the leak if possible.

After three or four hundred bags were thrown into the sea, we did get at it, and found the water rushing into the ship with astonishing rapidity; therefore we thrust sheets, shirts, jackets, bales of muslin, and every thing of the like description that could be got, into the opening. Notwithstanding the pumps discharged fifty tons of water an hour, the ship must certainly have gone down had not our expedients been attended with some success. The pumps, to the excellent construc-

tion of which I owe the preservation of my life, were made by Mr Mann of London.

As the next day advanced, the weather appeared to moderate; the men continued incessantly at the pumps, and every exertion was made to keep the ship afloat. At that time we were about two hundred leagues from the eastern coast of Africa.

On the ninth of June, though the violence of the tempest had in a great measure subsided, the swell of the sea was tremendous; nevertheless I ordered the long-boat to be got out, but, having reason to suspect that some of the crew would make off in her, I directed that she should be taken possession of by my second mate and three seamen. They were supplied with arms, and I gave them express orders to shoot the first man who attempted to board her without my permission. They were likewise instructed to lie astern, but to keep by the ship until she should come to an anchor.

The men having taken their stations in the boat, I next ordered a raft to be made of all the large spars, which was immediately done. The whole, when lashed together, measured about 35 feet in length, and 15 in breadth. Apprehending that the ship could not make the land, and being satisfied, that, in case of her going down, all the people could not be received into the long-boat, I determined to neglect no measure that promised even a chance of saving the whole.

When the second mate was preparing to obey my order, and take the command of the long-boat, the carpenter earnestly requested me to leave the ship. On my reprimanding him for not attending to the pumps, he burst into tears, and declared that the whole of the stern-frame was shook and

loosened in such a manner that he every hour expected her to go down. I plainly observed, that the miserable appearance of this man, and the affecting tone in which he expressed his apprehensions, had already increased the terrors of the crew. I told him, therefore, that I would perform my duty, and stick to the ship, until I was convinced, from my own observations, that all hopes of saving her were vain. The carpenter repeated his solicitations, and I then commanded him to leave me, assuring him, at the same time, that unless he made every exertion to encourage the people in their duty, and immediately go himself to the pumps, I should, however painful to my feelings, have him thrown into the sea. He retired, and afterwards exerted himself with manly perseverance.

On the departure of the carpenter I was immediately addressed by many of the sailors, and on the same subject. They became so clamorous, and differed in their opinions so much, that with some of them I was nearly proceeding to extremities. These circumstances are mentioned as a caution to future navigators entrusted with a command. They too frequently listen to the opinions of their people in the time of danger, who are generally for quitting the ship, and taking to boats, or masts, yards, and timbers, lashed together in rafts. Indeed, the sentiments and prejudices of the common seamen are so various, that it cannot be supposed that any thing except confusion and misfortune can follow such mistaken conduct. A crew such as mine, composed of people of various nations, truly required a peculiar attention from their commander. It may happen that, by humouring their religious prejudices at a particular

moment, essential service shall be obtained, and, as the following remarkable anecdote tends to elucidate this opinion, I shall relate it as it happened.

At a period when the tempest raged with the utmost violence, I had directed most of the crew below, especially the Lascars, to work the pumps. However, I soon observed one of them come up the gang way with a handkerchief in his hand, and, on my inquiring what he was about, he told me, in a tone of voice that indicated the most perfect confidence in the measure he proposed, that he was going to make an offering to his god. "This handkerchief," said he, "contains a certain quantity of rice, and all the rupees I am worth. Suffer me to lash it to the mizen-top, and rely upon it, sir, we shall all be saved." I was about to order him back again to the pumps, but, recollecting that, by so doing, both he and his countrymen might be thrown into a state of despondency, whereby the benefit of their exertions would be lost, I acquiesced. The Lascar thanked me; and I soon beheld him mount the tottering ladder without betraying the smallest apprehension. He lashed the handkerchief to the mizen-topmast-head, fearless of all danger, and returned in safety to the deck. After assuring me that his god was now my friend, he went below to inform his comrades that he had done his duty All the Lascars seemed transported with joy; they embraced their virtuous companion, and then laboured with as much alacrity at the pumps, as if they had neither suffered alarm nor fatigue before; and to their unceasing exertions the preservation of the people was in a great measure owing.

The shift of wind, which threw the ship into t trough of the sea, and carried away the rude

was fortunately but a squall of short duration; it did not continue above a quarter of an hour. Had it lasted but a little longer, the ship must have been torn to pieces, but the wind came round to its former quarter, and gradually moderated.

After the long-boat had been entrusted to the charge of the second mate, and the raft completed, I held a consultation with my officers, who were all decidedly of opinion that it was impossible to save the ship, and that we had no other chance of preserving our lives but to make the land, and run her on shore. When the people were informed of the result of this consultation, they appeared to work with renovated spirits, which we encouraged, assuring them that we should soon be within sight of land, and that, by constantly working at the pumps, the ship would be kept afloat until reaching the shore.

The ship being for some time unmanageable, and, spite of all our efforts, frequently standing with her head from the land, I got a rudder made out of the topmast, and fixed in the place of the one we had lost. But it was found of little avail without the help of the long-boat, which I therefore ordered to be hauled athwart the stern; and this served, though with the greatest difficulty, to get the vessel's head towards the shore, while the wind was variable from the eastward. A cable could have been got out, which might have answered tolerably well to steer the ship, but people could not be spared from the pumps to make the necessary preparations.

On the evening of the 15th we discovered land at about six leagues distance. At this moment all on board expressed their joy by shouts and accla-

mations, and the ship still kept nearing the shore, with five feet water in her hold.

In the morning of the 16th, being then about two miles from the land, and the wind from the westward, I ordered the anchor to be let go, that a last effort might be made to stop the leaks, and, if possible save the ship. But her stern was shattered in such a manner, that, after another consultation with my officers, it was finally resolved to run her on the coast then opposite to us. Another gale was threatening, and no time was to be lost.

I immediately ordered the second mate, who was in the boat, to come on board, and I delivered into his custody the ship's register, and all the papers of any consequence in my possession. After providing him and three men with water and provisions, I sent him to the boat, with directions to keep in the offing, and said, that if we got safe to land, after running the ship ashore, I should search for some inlet, into which he might securely run. I likewise desired him occasionally to look out for signals from the land. He faithfully promised to obey my instructions, and then returned to his boat.

We were now on the coast of Caffraria, within a few leagues of the place where the river *Infanta* disembogues itself into the sea. As the crisis approached, we resolved to meet it with fortitude; and I therefore gave directions to set the head-sail, to heave the spring tight, in order to get the ship's head towards the shore, and then to cut the cable and the spring.

My orders were obeyed with the greatest promptitude. After running within half a mile of the shore, the vessel struck on a cluster of rocks: the swell was at this moment tremendous, and, from

her beating so violently, it was scarcely possible fer the men to hold on. In this situation she remained three or four minutes, when a sea took her over the rocks, and carried her about a cable's length nearer the shore. Here she struck again, and continued heaving in, with a dreadful surf, which every instant made a break over her

The lashings that held the raft having given way, and the spars being carried to a considerable distance from the ship, all hope of safety in that quarter ceased. At length, one of the crew, a black, plunged into the waves, and by exertions seeming more than human, gained and seated himself on the raft. But he had scarcely kept his station ten minutes, when the whole was turned over, and himself completely immersed in the sea. In a few moments, however, he was again observed in his seat; and again he was exposed to a similar misfortune, to which a third succeeded. Still he buffetted the waves; until at last after enduring two hours of fatigue, which I did not think human nature capable off, he drifted on shore.

There the natives who had kindled fires appeared in great numbers. They were mostly clothed in skins, armed with spears, and accompanied by a vast many dogs; a party of them seized the man who had landed and conducted him behind the sand hills lining the coast, which hid him entirely from our view.

Twelve of my people now launched themselves on different spars, and whatever pieces of timber they could find. Braving all difficulties, they at last gained the beach; which they had no sooner reached, than the natives came down, seized, and conducted them behind the sand hills also.

As it was impossible for us remaining on board

to discover what they were about, and as we observed several parties of the natives appear at different times on the shore, but unaccompanied by any of the people, we conceived that all those who had landed were massacred, and that a similar calamity awaited the rest of us.

We were obliged to shelter ourselves in the forecastle, as the wreck being now fixed, the sea beat over her, and there was no other part where we could remain even for a moment in a state of security.

All was uncertainty during the night; some were of opinion, that to avoid being tortured by the savages, perhaps thrown into the fires that had been seen on shore, it would be better to resign ourselves to the destruction of the watery element, and thus endure but a few struggles in parting with life. The sentiments of others were different; these proposed gaining the shore in as compact a body as possible, and to attack the natives with stones or whatever else could be found. But this was overruled as a measure impracticable, for there was no possibility even of six men keeping together; and if that number could almost miraculously get on shore undivided, the savages could in a moment destroy them with their spears.

The whole night was spent in similar consultations, and the approach of day was anticipated with considerable anxiety. When it did come, not an individual was to be seen, until about nine o'clock, when all the people who had landed were observed making towards the shore, and we soon perceived them beckoning and inviting us to land.

In a few minutes every spar and piece of timber that could be procured was afloat, some occupied by two people, others by more, according to the

size. I speedily stripped off my shirt, put on a short jacket, and wrapped a shawl round my waist, in the corner of which I put a gold watch. I then seized a spar and launched into the sea. For nearly three quarters of an hour I preserved my hold and drifted towards the shore: sometimes cast so near as to touch the rocks with my feet, and then hurried away a considerable distance; again I was precipitated forwards, and in a moment afterwards carried off by the returning sea. At length a sudden jerk occasioned by the swell, strained both my arms and compelled me to quit the spar. At this instant, though at some distance from the beach a wave that was advancing rapidly towards the shore bore me along, and in a few moments threw me senseless on the sands. My people who were on shore observed my situation, ran down, and snatching me from the danger of the coming waves, conveyed me to a place of security. As they placed me by a fire and used every means for my recovery, I soon revived.

The first subject of my inquiry was naturally the fate of my unfortunate crew; and I then enjoyed the heartfelt pleasure of beholding them all around me, except those in the long-boat and one man who perished near the shore. I then addressed myself to the natives endeavouring to explain myself by signs. Fortunately there was a Hottentot present who had lived with the Dutch farmers and could speak their language; my third mate was a Dutchman and these two served as interpreters.

I thanked the natives in name of my whole crew, and on the part of my nation, for the liberal and humane assistance which they had afforded us in

our misfortune, and solicited their future kindness and support.

This being as I conceived at no great distance from the spot where the Grosvenor was lost in 1782, I inquired whether any of the natives remembered such a catastrophe. Most of them answered in the affirmative, and ascending one of the sand hills, pointed to the place where the Grosvenor suffered. I then desired to know whether they had received any certain accounts respecting the fate of Captain Coxon, who was proceeding on his way to the Cape, with several men and women passengers that were saved from the wreck. They answered that Captain Coxon and the men were slain. One of the chiefs having insisted on taking two of the white ladies to his kraal, the Captain and his people resisted, and not being armed were immediately destroyed. The natives at the same time gave me to understand, that at the period when the Grosvenor was wrecked, their nation was at war with the colonists; and as the Captain and his crew were whites, they could not tell but they would assist the colonists in the war, provided they reached their farms. This intelligence so directly affected my own situation, that I desired to know on what terms the Caffres and the colonists now stood; "we are friends," said they, "and it will be their fault if we are not always so."

This answer relieved me from a very serious embarrassment. But the fate of the two unfortunate ladies gave me so much uneasiness that I most earnestly requested the natives to tell me all they knew of their situation; whether they were alive or dead, and if living, what part of the country they inhabited. They replied with much apparent concern, that one of the ladies had died a short

time after her arrival at the kraal, but they understood that the other was living, and had several children by the chief. "Where she now is," said they, "we know not."

After receiving every possible information on this melancholy subject, we principally employed ourselves, during the remainder of the day, in assisting the natives to save whatever came on shore from the wreck. They sought, with the most persevering diligence, for iron, burning it out of the pieces of wood. At night they retired, and we, taking shelter under the sand hills, appointed part of our number to watch, while the others tried to repose around a fire. To sleep, however, was impossible; our bodies were heated on one side by the fire, but chilled in such a manner by the cold on the other, as to suffer almost insupportable pain. The sand also, driven in prodigious quantities by the winds, filled our eyes, ears, and mouths, as we lay under the banks, and kept us in constant motion; and what added to these inconveniences, were the apprehensions which we entertained respecting the natives. I thought that they had, in the course of the day, received our solicitations for assistance in journeying towards the colonies with coolness, and did not seem willing to part with us so soon.

Day at length appeared, and the Caffres returned in greater numbers. Their chief, aware that we were in want of food, brought us a bullock, which they immediately slaughtered by knocking on the head and running spears into the sides. It was skinned almost in a moment, and cut up into lumps, which the Caffres placed on the fire, rather to singe than roast, and then devoured their respective shares with the greatest satisfaction.

Though the least was a donation to us, the Caffres saw no reason why they should not subsequently dispose of the greater part of it;—they were hungry, and they knew nothing of European etiquette. The paunch was swallowed as it came warm from the animal.

We then proceeded to the shore, whence the long-boat was seen at a considerable distance. The ship was now dividing very fast, and the gale increasing; many things were therefore cast on shore, which the natives indefatigably collected. At the sight of a cask thrown up my apprehensions were excited, for it contained sixty gallons of rum, a quantity sufficient to have intoxicated the whole natives present, though they amounted to at least 300. I stole to the spot where it was, and staved in the head unnoticed.

The Caffres having found the ship's compass, delivered it to the chief, who took it to pieces. After contemplating the various parts of which it was formed, he took out the copper ring in which it was hung, and, suspending it from his neck, seemed highly pleased with the ornament. Recollecting that I wore a pair of paste knee-buckles, I took them out, and, having prepared two loops, I hung one on each of his ears. The moment this was done, the chief stalked about with an air of uncommon dignity. His people seemed to shew him greater reverence than before, and they were employed for some time in gazing at the brilliancy of the decorations, and beholding his august deportment.

As this donation gave me a powerful interest with the chief, I availed myself of it to obtain every possible information relative to the manners and customs of the Caffres. During my conver-

sation with him on this subject, most of my people, and also the natives, were employed on the beach. The latter picked up some articles of dress, with which they were highly gratified, but they did not know how to put them on. When I saw a Caffre endeavour to button the collar of a shirt behind, I went up and adjusted his dress. My people did the like to several others, and they were so pleased with these attentions, that for some time all was dancing, singing, and good humour.

Their revels being ended, I again addressed the chief on the subject of our departure, requesting him to send a guide with us through the deserts to the first Christian settlement, and I should not fail to recompense his kindness. He paused for a moment, and then very coolly replied, that he would gratify my wishes. I begged to know the time that he would suffer us to depart, when he gravely answered, " When I consider that matter you shall be made acquainted with my determination."

These answers, I own, alarmed me. The countenance of the savage seemed to betray some hostile measure lurking in his mind, and yet his former conduct was so liberal and humane that I could have no just grounds for suspecting his integrity. I perceived, however, the natives consulting together in parties, and we could not, from their gestures, interpret any thing favourable to our wishes. What also augmented our uneasiness, was their abrupt departure: as the day drew to a close they disappeared, leaving us to rest, as on the preceding night, under shelter of the sand hills.

We recruited our fires with some timber from the wreck, and then placed sentinels as before. We were again tormented with clouds of sand and a chilling atmosphere, for June is one of the winter months in that country. The night passed in consultations and gloomy predictions. I cautioned my people against giving any displeasure to the natives, but should they, contrary to our expectations, either make an attack, or try to detain us beyond a certain time, then we should firmly unite, and either force our way or perish. To this the people fully assented.

After sunrise we saw the Caffres advancing. Most of them had lances in their hands; some carried clubs, and others were decorated with ostrich feathers. The chief wore a leopard skin, with my knee buckles suspended as formerly. They saluted us in a friendly manner, and we accompanied them to the beach, where they were indefatigably occupied in procuring iron.

This day they shewed me how to throw their lances, as also a sham-fight; and the chief himself gave me some instructions how to throw a lance. Nothing passed on the subject of our departure, and the natives as usual retired on the approach of night.

When morning appeared we were all engaged in looking out for the long-boat, but she was not to be seen. We now began to despair of ever hearing of her again, and indeed our worst predictions were afterwards fulfilled, for we never either saw or heard of her more.

The sun had been up two hours before the Caffres arrived. As little was now to be procured from the wreck, I begged the chief to inform me if he had appointed a guide for us, as I next day

proposed taking my departure. "I shall furnish you with two," said he; and the frankness of this declaration at once relieved my mind of all suspicion.

Desirous of having the Hottentot interpreter to accompany us through the deserts, I intimated to the chief how much his services would contribute to our advantage. The honest savage had anticipated my wishes; he had previously mentioned it to the Hottentot, who consented to proceed with us to the first Christian farm. Another of the tribe, who was better acquainted with the country, had likewise agreed to be of the party, information of which being communicated to my people, diffused universal joy and satisfaction.

After assuring the chief, and the Caffres in general, of my unalterable friendship, and that our guides should be rewarded to the extent of their wishes, I told him we had endured great distress for want of water, and begged to know where some could be procured. "I will conduct you," he replied, "to a spring of excellent water, which is not far from this place, and, if you think proper, we will proceed directly to the spot." No sooner had he said so, than we set out, the Caffres singing and dancing as they advanced, and my people, though not void of suspicion, in tolerable spirits.

Having travelled about four miles through a delightful country, we at last came to a wood, in the centre of which was a hollow. The Caffres descended first, and when we all arrived at the bottom, the chief pointed to a brook; we drank, and found the water excellent. But on looking around, when our thirst was allayed, our fears were again excited by the dismal appearance of the place; and most of the people conceived that

the purpose of the natives in bringing them here, was a general massacre; I succeeded, however, in dispelling their apprehensions.

The natives advised us to remain in our present situation for the night, and we kindled a comfortable fire. But, as the night advanced, they did not retire as usual to their kraal, which became a fresh source of alarm to my men; and although I again exerted myself to quiet their uneasiness, I confess that there appeared to me there was some ground for it. Our watch was set, and we guarded against the worst; but the Caffres huddling together were soon lost in sleep; and the place, though dismal in appearance, afforded us better shelter than we had been accustomed to.

As the sun appeared, we were roused by the savages, and went on in tolerable spirits; but we had consumed the last pound of our bullock before leaving the sand hills, and we began to dread approaching famine. The chief, on hearing this, promised to relieve us; and after journeying a few miles, where it was necessary to rest for the night, he presented us with another bullock. It was soon dispatched, skinned, and cut into pieces of about four pounds each, which we dressed as provisions for our travels.

This night passed with less apprehension than the former, and in the morning we prepared for our departure. The natives came about us, assisting in dividing the provisions; each man was to carry his own stock, extending to about three or four pounds of beef, and a few biscuits which had been saved from the wreck.

The Caffres, so far from indicating any hostility, seemed to view our preparations with regret. I took the chief by the hand and thanked him for

his great and friendly attentions to me and my crew; assuring him at the same time, if I survived the journey, that it should ever be my first consideration to render him and his people some essential service. He thanked me, and then requested that I would tell the colonists our ship was lost at sea, and so distant from the land, that no part of her could possibly reach the shore. Likewise he desired me to put the utmost confidence in my guides, as they would certainly direct me for the best. After my people and the natives had exchanged some mutual civilities, we parted, and gave one another a last and affectionate adieu.

The natives to whom we are indebted for this humane and liberal treatment amidst our misfortunes, are a Caffre tribe, called Tambouchis, or Tambuckees. They have been described as the most ferocious, vindictive, and detestable class of beings that inhabit the vast territory of Caffraria. But the purpose of this atrocious calumny, is to screen the enormities perpetrated by the Dutch colonists; and ascribing a profligate character to them, arises from the wickedness of the more savage Christians. When the natives, incensed at the unprovoked aggresions of the colonists kill a white man in just retaliation, intelligence is carefully conveyed to the seat of government at the Cape. The poor savages are described as a herd of wolves prowling through the country, and carrying devastation before them. This is seized as an opportunity by the Christian farmers to assemble, to penetrate the country of those they call their enemies, and massacre entire hordes, without distinction even of sex or infancy. Their object is to get possession of the cattle, whole herds of which they drive away, and then lie in wait until hear-

ing of more within their reach, when a similar depredation is repeated. But let me now relate an anecdote that occurred in the course of our journey.

One of our guides suddenly called out to the party to halt. "Now," said he to me, on inquiring the reason of it, "look attentively on the spot where you stand; it is an unfortunate place, but worthy of your consideration." Seeing nothing remarkable, I asked an explanation. "On this spot," continued the savage, "two of my countrymen were a few years since employed in tending their cattle. At that time we enjoyed a profound peace with the colonists, and harboured no suspicion of their intending to injure us. In a moment, however, our two countrymen were fired upon from yonder thicket; one fell dead on the spot, the other being only wounded, was so fortunate as to make his escape. The settlers then took possession of our cattle, and drove them home to their farms. Intelligence of this murder and robbery was soon conveyed through the hordes, and occasioned the last war between the colonists and Caffres."

The poor savage told this story with so much feeling and simplicity, that there could be little doubt of his sincerity. On being asked, whether all the colonists were of the same odious disposition, he answered, "I hope not." And in truth there are many who hold the general conduct of their marauding neighbours in the utmost abhorrence.

Our two guides also explained the reasons why the Caffres had detained us so long. When they had consulted together respecting our departure, it was resolved not to suffer us to proceed until

they had got every thing from the wreck. They conceived that we would inform the colonists of our misfortune, and that notwithstanding they had no right to pass Fish River, they would come in search of plunder, which actually happened, as I afterwards understood. On that occasion the Caffres assembled in considerable numbers, and in a menacing tone, desired to know "how they dared to pass Fish River," which is their boundary. The colonists acquiesced in the alleged restriction, and, with brass and other trinkets which perfectly satisfied them, purchased permission to remain.

The country near the place of our shipwreck was finely wooded, almost as far as the eye could reach, and considering the season, which was winter, produced a most abundant vegetation. The cattle appeared in such numbers as to baffle calculation, and they were equal in condition to the best fed oxen of Great Britain. We saw no sheep, nor could we observe the smallest traces of agricultural operations. The surrounding region was of immense extent, yet bounded by mountains which seemed to contain the source of numerous rivulets gliding through the plain in various directions. The tree *mimosa* was native to the soil, and the woods were so beautifully interspersed, as to give the land all the appearance of a plantation originally designed by art, and afterwards perfected by the hand of elegance.

On the morning of the 23d of June we departed, after the sun was well up. Our guides were intelligent, and explained to us that we could on no account travel early, as the wild beasts constantly rose with the sun, and then ranged the deserts in quest of their prey. Notwithstanding this salutary caution, and although we were all unarm-

ed, the people became impatient to advance, but the guides would not move from the fires until about nine o'clock.

We bore to the westward for the purpose of obtaining fresh water, and struck into the interior, as towards the coast it was generally brackish. The country through which we travelled was beautifully variegated with hills and dales, and extensive plains finely watered, but less wooded than formerly. Having proceeded towards thirty-five miles, we wished to rest for the night beside a brook at the corner of a wood. Our guides told us that the place was haunted by leopards, and if they scented the party, nothing could prevent them from destroying some of us. We enlarged our fire, and began to consult on the most likely means of security; but scarce had the conversation regarding it began, when the more powerful influence of sleep overcame our apprehensions, and we reposed in quiet until morning.

But no sooner had the sun rose, than we were all roused by the tremendous roaring of lions. Had they discovered us when asleep, we should infallibly have been tore to pieces, and we now thought of our lucky escape.

We lost a considerable portion of this day searching for water, a small run of which we discovered towards sunset, near the skirts of a forest; and as we had travelled about thirty miles, we determined to rest there for the night. Through the day we had observed frequent traces of the elephant and rhinoceros, and this night our situation was equally perilous as during the one preceding. But when day appeared, we had the satisfaction to find that no one was missing of the party.

At noon we came up with a horde of Caffres,

that were distinguished by their own countrymen as a bad tribe. At first we spoke to some Caffre women, who behaved kindly, and gave us milk in one or two baskets, made of twigs, wove so closely together as to hold water. Proceeding but a short way farther, we were stopped by twelve Caffre men, armed with spears, and clothed in leopard skins. Our guides, alarmed at their appearance, fled to the banks of the Great Fish River, which was within two hundred yards of the place where we stood. Though we repeatedly called to them to return, they immediately crossed the bed of the river, which was dry, and having reached the opposite bank, ascended an adjoining mountain with the utmost precipitation.

The savages brandished their spears, and used menacing gestures. We could not understand what they said, but determined to part neither with our clothes nor provisions, if these were what they desired. A Caffre attempted to snatch a knife, which one of my people had slung over his shoulder. This the owner resisting, he lost his hold, which so enraged the savage, that he raised his lance, apparently to kill the man. While standing thus, he presented a picture truly infernal. He wore a leopard's skin; his black visage was bedaubed with red ochre; his eyes inflamed with rage, seemed starting from their sockets, his mouth wide opened, and his teeth gnashing with exasperation. But he was diverted from his purpose, and dropped his lance; when we instantly crossed the river in pursuit of our guides, who expressed the highest satisfaction at our escape. They assured us, that if the rest of their tribe had not been hunting when we got to Fish River, not a man of us

would have survived, and described these people as the most wicked horde of all Caffraria.

In descending the mountain, the beautiful prospect obliterated the remembrance of the danger. The country was of a pleasing inequality of surface, with clumps of the mimosa on elevations, and shrubs of various descriptions. A thousand rivulets seemed to meander through the plains, and innumerable herds of animals were scouring over them, or pasturing on the herbage, and drinking at the streams. As far as the sight could extend, it was gratified by new beauties, until the whole gradually faded from view, and were lost in the horizon.

Before the close of day, we made a kind of barricade as a defence against wild animals, and having lighted fires, lay down to rest. But our sleep was constantly disturbed through the night by a herd of elephants brushing through a neighbouring wood, passing and returning almost every moment. Had it not been for the enclosure, we should, in all probability, have been trampled to death by those monstrous animals.

Proceeding in the morning, we travelled through a delightful country. In the course of the day, we fell in with a few deserted huts, and entered one of them. We paid severely for our curiosity, being in a moment completely covered over with fleas. At night we had travelled about thirty-five miles, and I was alarmed to find, that many of the party made grievous complaints of sore feet. At the beginning, there were only four pair of shoes among the whole of us.

We set out at seven next morning, but many dropped astern in the course of the day, being almost wore out with fatigue. In these circum-

stances, I thought it incumbent on those who were able, in which number I was myself, to hasten forward, and provide a place where wood and water could be obtained. We remained the following morning until sunrise, but none of the people came up. The guides told us that we should reach a Christian settlement during the day, which we did, but unfortunately found it deserted.

The situation of the absent people kept us awake the ensuing night; the only consideration among the men was the fate of their messmates, whom they despaired of ever again beholding. They had been left in a place frequented by ferocious beasts of prey, and were also in danger from the Boshismen, who infest the same quarter, and destroy the objects of their vengeance with poisoned arrows.

We remained an hour after sunrise the following morning; but of sixty, comprising the party when we left the beach, thirty-six had been obliged to drop behind. We were encouraged, however, with assurances from our guides of the vicinity of an inhabited settlement, the last having been destroyed by the Caffres, during their war with the Colonists. Travelling three hours without a single halt, one of the guides joyfully exclaimed, "I see a Hottentot attending a flock of sheep." We all hastened to the place where he stood, and observed him, at a considerable distance, tending a flock of at least four thousand. The shepherd at first seemed alarmed at the approach of us all in a body; but perceiving that we were mostly whites, and unarmed, he stopped until we came up. I requested him to direct us the nearest way to the first settlement, which he did, at the same time saying it was three hours journey distant.

It is impossible to describe the joy of the party at this information; the chief object was who should be first. At length we came in sight of a farm belonging to Jan du Pliesies, who fortunately was a settler of the best order. He had been born in Holland, but for many years had resided in Africa, and was a man of humane and generous principles. He was himself about sixty years old, and his family consisted of five or six sons, and their wives and children, together with a daughter, making in whole towards twenty people. His stock, however, was not less than twelve thousand sheep, and one thousand oxen. The cottage in which he dwelt was formed of clay, thatched with a kind of reed, and furnished with a few stools, a table, and some kitchen utensils.

On hearing the history of our disaster, and our requests for relief to those left behind, his countenance betrayed evident marks of sensibility. He said no time should be lost in sending to their assistance, and immediately directed two of his sons to harness eight oxen to a waggon, with injunctions to travel all night to the spot that the guides described.

This sequestered mansion was nearly surrounded by trees, on which were hung to dry the skins of lions, tigers, panthers, and other ferocious animals, killed in the vicinity of it. I also observed, lying near the door, the carcases of two enormous creatures apparently recently destroyed. These, the colonist told me, were two rhinoceroses killed but the day before by his son on their own land. According to his information, the rhinoceros is more to be dreaded than any other animal of the deserts; even the lion will fly before him, of which he said he had a proof about two years preceding.

Traversing his grounds in the morning, he observed a lion enter a thicket, half a mile from the place where he stood. In a few minutes after, he saw a second, then a third, and next a fourth; they seemed leisurely following each other; and in less than an hour, he counted nine that entered the same wood. Never having witnessed so many of the same species collected together, he was desirous to know the cause of it; he therefore concealed himself. But waiting more than an hour without either seeing any of them, or hearing any noise from the quarter where they lay, he began to despair of having his curiosity gratified. At length a rhinoceros, of uncommon magnitude, approached the wood. He stood motionless for about five minutes when he arrived at a short distance from the thicket, then tossed up his nose, and at last scented the animals lying in concealment. In an instant he darted into the wood, and within five minutes afterwards, all the lions scampered away in different directions, seemingly in the greatest terror. The rhinoceros beat about the wood a considerable time in search of his enemies, but finding none, at last broke cover, and appeared on the plain. Then looking around him, he furiously tore up the earth. The farmer remained quietly in his retreat, until the animal disappeared, and then returned home.

Next morning, during breakfast on a sheep, we obtained some interesting information respecting this part of the country, and the restrictions on the colonists by the Dutch government at the Cape. "I have lead ore," said Jan du Pliesies, "on my own farm, so near the surface that we can scrape it up with our hands: yet we dare not touch it;

were we known to melt or use a single pound of it, we should all be transported to Batavia for life."

Our benefactor sent messengers to his friends, desiring their assistance in conveying us to the Cape. Several came and behaved with the greatest tenderness and liberality, even offering accommodation in their own houses, until the crew should be sufficiently recovered for the journey, when they should take the first opportunity of conducting them thither.

Meantime we were interrupted with intelligence of the waggon being in sight; and I had the pleasure of seeing twenty-three of my people, chiefly Lascars, arrive in it. They were found near a wood, and had given up all hopes of relief. The preceding day thirteen of their companions had separated from them, and it could not be known whither they had strayed. These I never saw again, but after my arrival in Europe I understood that all had got in safety to the Cape, though not without enduring great hardships.

My next consideration was how to reward our guides, which, for some time, gave me great uneasiness. At length, however, a piece of very unexpected information relieved me from this embarrassment. One of the people informed me that a sailor had possessed himself of a dozen of my table spoons, and likewise several tea-spoons, before quitting the wreck, all of which he now had about him. I immediately went up to the man, and demanded my property, which he returned without a moment's hesitation, giving me to understand, at the same time, that he intended restoring them when we arrived at the Cape. I gave four or five of the largest to the farmer, who, in return, delivered two oxen of extraordinary size to me, and the

like number of sheep. I presented these animals to our guides, as the reward of their fidelity. They thanked me heartily, and then set out on their return to the fertile and delightful plains of Caffraria.

Our benevolent host now provided us with a waggon and two sets of oxen, eight in each set, two or three Hottentot drivers, and provisions to serve until reaching the next settlement. One of his sons, completely armed, also attended us; and he besides gave us a recommendatory letter to the other settlers.

We took our departure, being forty-seven in number, from the hospitable mansion of Jan du Pliesies, and after travelling thirty-five miles, reached another farm towards the close of day. We remained there during the night, and on leaving it next day, Cornelius Englebrocks, the owner, who had shewn us equal hospitality, insisted on our acceptance of nine sheep. He lamented that he could not give us a morsel of bread. We live, said he, the year round, chiefly on mutton and game, but seldom enjoy the luxury of a loaf.

During the four or five succeeding days, we travelled on from house to house, situated generally about fifteen or sixteen hours journey distant from each other, and at all we were received with disinterested hospitality. In the fidelity of my recital, I am bound to say so, because the colonists have, without distinction, been frequently represented as a ferocious banditti, scarce to be restrained within any bounds. Though most of them may merit such a character, it was my good fortune to fall in with a deserving class, whose repute ought carefully to be preserved from opprobrium.

In the course of several days travel, we could get but little bread, and not much water. The

countries through which we passed, were alternately hill and dale, and afforded the most romantic prospects. We often saw vast numbers of wolves, and such droves of the deer called *spring-buck*, that they could not contain fewer than from twelve to fourteen thousand. Indeed many of the settlers informed me, that it was no uncommon thing to kill three at a single shot. We likewise saw great quantities of Guinea-fowl, which, after a shower of rain, are easily caught by the farmers' dogs. The zebra is common in these remote colonies; and I have repeatedly seen four ostriches together, which did not seem much alarmed at the appearance of our caravan.

Many places were pointed out to us as the particular haunts of wild beasts; but though tremendous to a European, they are less formidable to a Hottentot than a Boshisman. I had heard so much of these savage people, that I was particularly desirous to see one of their tribe, and luckily my curiosity was gratified. A colonist, at whose house we sojourned for the night, had many years before engaged a party of Boshismen, several of whom were killed. An infant, whose mother probably also suffered, was, nevertheless preserved, and taken home to the house of the colonist, where he was brought up. When I saw him he was about twenty-five years old, but not more than four feet two inches in stature. His nose was not a prominent feature, but merely a piece of skin that lay flat over the nasal aperture; and although his make was athletic, no antelope could be more alert, or agile in its motions. When the numbers of the Boshismen are sufficiently strong, they attack and kill the Hottentots and Caffres wherever they find them, and the colonists hunt the Boshismen as

they do wild beasts; they never obtain quarter. These savages use a bow about two feet and a half long, and arrows about four inches shorter, which are dipped in such a deadly poison that, according to the common opinion, it baffles all human remedy.

Proceeding through a dismal valley, three miles in length, our conductors told us it was called *Boshisman's Path;* and the whole way they held their muskets presented as if going to fire at some particular object. Thick brush-wood covered the sides of the hills, except where rocks appeared; and in the secluded cavities formed by these masses, lay whole hordes of these extraordinary people. Our conductors constantly warned us to be on our guard, as they knew the Boshismen were there, and looking at us, though we did not perceive them. Unquestionably they were present, but most likely deterred by our numbers from attacking us. These people live by plunder, and on the fruit of a small tree, which is called Boshisman's bread. They are considered quite a distinct race of mankind.

From the eighth to the sixteenth of July our journey was not interrupted by any disagreeable occurrence; the country through which we passed continued to disclose new beauties; and as we traversed the rich vales, abounding in fragrant herbs, I was occasionally amused by the observations of the sailors. One said he would build a house on such a spot, when he had made a fortune, and given up the sea; but a different situation was preferred by another, who declared it should be his residence, and that he would keep *ten wives.* A third choosing some more delightful spot, said that less than ten wives would content

him, that he should have only eight, four white and four black. Thus they would beguile the time as we advanced on our way.

About the fourteenth of July, we reached the settlement of an old blind man, who was so affected at the account of our disaster, that he burst into tears. After supper he said he would celebrate our meeting with a song, and immediately commenced with stentorian voice. A general plaudit succeeded. "Now captain," said he, addressing me, "I have a favour to ask of you—pray desire all your people to sing." It was impossible to avoid laughing at so whimsical a request; but I desired an American sailor beside me to sing one of his best songs. He had no sooner began than all the Lascars accompanied him, and they were speedily joined by the Swedes, Portuguese, Dutchmen, and the whole crew, in their several languages, altogether forming such a concert as, I believe, was never heard before. Our host, however, was so much entertained with their music, that he almost dropped from his seat in a fit of laughter.

This night some of my party slept in the open air, as there was not room for all in the cottage, whence, to obviate the recurrence of such an inconvenience, we agreed to separate. At some of the farms the proprietors could not furnish us with a waggon, and although I was commonly accommodated with a horse, my people were obliged to walk, whence several, who were unable to do so, remained with the settlers. One, a cooper, was pressed to remain at a farm, after giving proofs of his skill, and afterwards, having married the farmer's daughter, became an independent colonist.

We separated on the morning of the seventeenth of July, and I took along with me my chief and third mates, together with one or two more who were solicitous to be of this party. As we advanced, the country became more populous, and the farm-houses in several places were not more than two hours journey from each other. From the seventeenth to the twenty-first, we travelled through a mountainous district, but the vallies were rich, and the flocks of sheep immense. On the twenty-second we reached Zwellingdam, and experienced a hospitable reception from the chief man, who presides over a settlement of sixteen or eighteen houses. Taking me into his stables, he shewed me two fine zebras that he was endeavouring to reconcile to harness. Next morning he gave me a recommendatory letter to General Craig, commander in chief at the Cape, acquainting him with the loss of my ship, and the hardships suffered in the journey; and as the general was his friend, he requested him to do me every service in his power, which he should consider as an obligation conferred on himself.

On the third or fourth day subsequent, we arrived at Helter Busk, and also experienced a reception from the owner, which I can never mention but in terms of fervent gratitude and esteem. The farmers live in affluence, and his residence is in a most delightful situation. Vines are highly productive, and on this settlement are camphor trees of large dimensions. The people dress well, but nearer the style of the English than the Dutch. They want the sullen taciturnity which characterises the Hollander, and are sprightly and good-humoured.

I remained two days with the liberal and bene-

volent owner of Helter Busk, and departed on the morning of the 30th. Our journey was but short, as we arrived the same evening at the Cape of Good Hope; and although I was emaciated in body, I was, nevertheless, in tolerable health.

The only thing now wanting to complete my satisfaction was the arrival of my people; the major part were creeping after me, and looking to my exertions as the means of relief after the disasters they had suffered. Every painful reflection on this occasion at once subsided when I considered that a British officer had the command at the Cape. I had a letter to General Craig from his worthy and respectable friend at Zwellingdam; but, independent of this, I conceived that the situation of my surviving crew could not fail to awaken the feelings of humanity, which I knew to be a predominant virtue in a British soldier.

Here, however, I was disappointed. The general's answer, when I waited on him, was, "I have nothing to do with the business; you must go to the admiral." Departing without ceremony, I hastened to Admiral Elphinstone (Lord Keith,) and the contrast was complete. He received me with every mark of tenderness and commiseration, and assured me, that, as my people arrived at the Cape, they should be accommodated until they could get opportunities to ship themselves for their respective destinations. His promises were not made and forgotten. During six weeks that I remained, about thirty of the people, chiefly Lascars, arrived in a state of absolute nakedness. The brave and generous admiral immediately gave directions for their relief, and afterwards sent them to Cape Town to join one of the East India Company's extra ships bound to Bengal.

In my second visit to this respectable officer he interrogated me concerning the colonists, and I rejoiced at having an opportunity to gratify his curiosity. He left no branch which he thought necessary for his information untouched, and the observations which he made disclosed a comprehensive and penetrating mind. After receiving a list of the persons who, in the course of my travels, had treated me with so much kindness, he emphatically said, "I will order presents to the amount of one hundred pounds sterling, to be sent to these honest people as a reward for their humanity."

I took my departure from the Cape in the ship *Saint Cecilia*, Captain Palmer, and arrived at Crookhaven in Ireland, about the middle of November 1796. We set sail for England in a few days afterwards, and, as we made a speedy passage, I soon found myself once more in London."

EXPLOSION OF THE FRIGATE AMPHION,

IN HAMOAZE, 22 SEPTEMBER 1796.

It is to be remarked that the suddenness of the catastrophe, when vessels perish by explosion, in general preclude us from obtaining any distinct and connected account of what has happened. Indeed it may well be conceived that the irresistible violence of the incident, and the confounding consequences which attend it, are sufficient to deprive the survivors of a correct remembrance of their misfortune in detail.

The Amphion frigate, commanded by Captain Israel Pellew, after having cruized for some time in the North Seas, got an order to join a squadron of frigates, commanded by Sir Edward Pellew; the captain's brother. A hard gale of wind, occasioning some injury to the foremast during her passage, obliged her to put into Plymouth. She lay close alongside of a sheer-hulk, taking in her bowsprit, with the Yarmouth, an old receiving-ship, close to her, and both within a few yards of the dock-yard jetty.

All of a sudden, on the 22 of September, about half past four afternoon, a violent shock, like an earthquake, was felt at Stonehouse, the Royal Hospital, and town of Plymouth, by which the

windows were shook in the houses. The Amphion appeared to rise altogether upright from the surface of the water until her keel almost came into view; her masts, by the explosion, seemed to be forced up into the air, and her hull instantly sunk. To the spectators at a distance the sky towards the dock was red, as from the effect of a fire, and the streets of the town were crowded by people, all running about in a state of the utmost consternation. Few could explain the cause of it; but, after the confusion had somewhat subsided, it was at length discovered that the Amphion frigate had blown up. Though the shock was felt at a very considerable distance, it is wonderful that, surrounded by the ships in the harbour, close alongside of the jetty, and even lashed to another vessel, no damage was done to any thing but herself.

There, however, the effect was dreadful. As the ship was to put to sea next day, there were nearly an hundred men, women, and children above her complement, on board, taking leave of their friends; and, besides that, there were two dinners given that day.

Two successive explosions most probably took place; the first threw Captain Pellew, Captain Swaffield, and the first lieutenant, who were drinking wine together, from their seats, and struck them against the carlings of the upper-deck, by which they were in a manner stunned. Captain Pellew, however, had sufficient presence of mind to fly to the cabin windows, and, seeing the two hawsers, one slack in the bit and the other tight, threw himself, with an amazing leap, which the sense of danger alone enabled him to take, upon the latter. He was taken up by the boats, his

face much cut by being struck against the carlings, and scarcely sensible. The first lieutenant saved himself in the same manner, being a remarkably good swimmer, by leaping out of the cabin window. But Captain Swaffield perished. It was conjectured that he had been more stunned by the blow, and incapacitated from escaping. His body was found a whole month afterwards, with his skull fractured, appearing to have been crushed between the sides of two vessels. Captain Swaffield was to have sailed next day with his own ship, the Overyssel; and his brother, Mr J. Swaffield, on the day of the accident was also to have dined on board the Amphion, but some person following him on business, he returned when on the way, and thus escaped.

About half an hour before the explosion of the Amphion, one of her lieutenants, and Lieutenant Campbell of the marines, got a boat at the dockyard stairs and went off to the ship, intending to return to the officers at the marine barracks immediately, but the unhappy catastrophe took place in the interval.

The exact number of individuals that perished is unknown, and the few survivors could give little or no account of the accident; they did not exceed ten in number. The fore magazine had taken fire; and three or four men, who were at work in the tops, were blown up, and fell into the water without much injury from the explosion. These, the boatswain, another seaman, the captain, two lieutenants, one of the seamen's wives, and a child, were all who were saved. The fate of this child was singular. The terror of the shock having made its mother grasp it fast, the under

part of her body was blown away, while the upper remained, with the child fast locked in her arms.

In an instant the hulk to which the ship was lashed exhibited a horrible spectacle; the deck was covered with blood, mangled limbs, and entrails, blackened with gunpowder; shreds of the Amphion's pendant, her rigging, and pieces of her shattered timbers, were strewed all around. Most of the sufferers belonged to Plymouth and the neighbourhood, from which the ship had originally been manned; and now arms, legs, and lifeless trunks, mangled and disfigured, were collected in sacks, and carried to the hospital to be owned. Thither bodies still living, some with the loss of limbs, and others having just expired, were also conveying; while men, women, and children, whose sons, husbands, and fathers, were of the number, flocked round the gates beseeching admittance.

At the moment of the explosion, the sentinel at the cabin door happened to be looking at his watch; he felt it dashed from his hands, after which he became insensible; how he escaped he was altogether ignorant, nevertheless, he was carried on shore very little hurt. The boatswain was standing on the cat-head, directing the men in rigging out the jib-boom, when he suddenly felt himself driven upwards, and fell into the sea. He then observed himself entangled among the rigging, from which he had some difficulty in getting clear; and being taken up by a boat belonging to a man-of-war, it was found that his arm was broke.

One of the surviving seamen declared, that he was below when the frigate blew up, and went to the bottom in the hull; that he recollected having a knife in his pocket, with which he cut his way through the companion of the gun-room, already

shattered by the explosion, and letting himself up to the surface of the water, swam unhurt ashore. He shewed the knife to the officer, to whom he related the fact, and declared that he had been full five minutes under the water.

Amidst the many conjectures formed respecting the cause of this unfortunate event, few were attended with probability. Suspicions arose that the gunner had been abstracting gunpowder to sell, and had concealed what he could take by degrees; that thinking himself safe on a day that all on board were entertaining their friends, he had neglected to use the necessary precautions when among the powder. He was observed in liquor in the morning, and a sack was afterwards dragged up, filled with gunpowder at bottom, and biscuit at the top.

Next day, about a foot and a half of one of the Amphion's masts appeared above water at low tide, and for several days the dock-yard men were occupied in collecting the shattered masts and yards, and dragging up what could be recovered from the wreck. On the twenty-ninth of September, part of the fore-chains, shattered and splintered, was hauled up, all the bolts being forced out; also the head and cut-water. Soon after an attempt was made to weigh the Amphion between two other frigates, the Castor and Iphigenia, which were moored on each side of her. But only a few pieces of the ship could be got up, one or two of her guns, some chests and cabin-furniture. Several bodies, and among the rest a midshipman's, floated out, which were all towed by boats to the Royal Hospital stairs, to be interred in the burying-ground there. It was shocking to behold the putrid bodies which, for weeks, were washed out of the vessel, and when

towed round by the boats, they would scarce keep together. Even so late as the thirteenth of November, above two months posterior to the melancholy event, when the Amphion was dragged round to another part of the dock yard jetty, to be broke up, the body of a woman was washed out from between decks.

SUFFERINGS OF TWELVE MEN

IN AN OPEN BOAT, 1797.

THE Thomas was a slave ship belonging to Liverpool, trading from Barbadoes to the coast of Africa, for slaves; and after taking in a cargo sometime in August 1797, sailed for that island. War having broke out between France and Britain, afforded an opportunity for the depredations of French privateers, and so many frequented the coast of Africa, that Captain M'Quay, commander of the Thomas, judged it expedient to teach his slaves the use of fire arms. He was the more induced to it from having had frequent encounters with the French in the course of his former voyages. The slaves did not fail to avail themselves of his instructions, particularly as they might be the means of enabling them to regain their liberty, an object which is never lost sight of by mankind. A secret conspiracy was formed amongst them, and early in the morning of the second of September, having taken possession of the arms-chest, about 200 suddenly appeared on deck. They fired on the crew, some of whom quickly fell, others, unprovided with the means of defence, or rendered incapable of resistance by the surprise, leapt overboard, while a third portion, escaping by the cabin windows, took refuge in the boat which was astern. The

captain and the remainder still continued exerting themselves to quell the insurgents; but being few in number, and provided with no other arms than those usually kept in the cabin, the former could entertain little hope of success. Nevertheless, when he observed some of the crew about to leave the ship in the boat, which they had cut from her lashings at the stern, he remonstrated so warmly on their conduct, that they were induced to return. Yet again convinced that they were overpowered by the insurgents, that they could not recover the vessel, and that this was the only means of escaping the threatening danger, twelve once more made their way to the boat, and forsook the vessel. It was too soon evident, however, that the survivors of the insurrection had only evaded one calamity to encounter another equally dreadful; they found themselves at the mercy of the elements, and exposed to the pain of hunger and thirst. This they endured for several days, when they accidentally descried a small turtle floating on the surface of the water asleep, and were so fortunate as to make it a capture. This, however, was not long of being consumed among so many, when the unfortunate men were reduced to great necessity for want of food. They soaked their shoes, and two hairy caps, in water, and when sufficiently softened ate portions of the leather. All these being finished, and a protracted length of time elapsing without relief, they were compelled to resort to the horrible expedient of devouring each other. But to obviate all contention concerning who should escape, or who should be the first sacrificed, they cast lots to determine the sufferer. It is not said who was the unhappy person, but with manly fortitude he resigned himself to his miserable associates, only

requesting that he might be bled to death. The surgeon of the Thomas being among those preserved, had his case of instruments in his pocket when he quitted the vessel; and his request was not denied. Yet scarce was the vein divided when the operator, applying his own parched lips, drank the stream as it flowed, and his comrades anxiously watched the last breath of the victim, that they might prey upon his flesh.

This new source of relief, however, was productive of the most terrible consequences. Those who indulged their cannibal appetite to excess, speedily perished in raging madness, teaching the survivors by an awful example their probable fate on recurring to a similar expedient. But some who had refused participation in the repast still preserved their senses.

At length, on Tuesday the tenth of October, the thirty-eighth day from the time of forsaking the ship, the survivors descried the shore of Barbadoes; but having no means of directing the course of their boat, they abandoned themselves to despair. Providence, however, was their guide; though, when reaching the land, they were reduced to such a state of weakness as to be scarce able to leave the boat, and one of them, a boy, fell into the surf, and was drowned, his strength being utterly exhausted.

The survivors of the unfortunate company exerted themselves to crawl on their bellies to the mouth of Joe's River, on the north-east coast of Barbadoes, where they quenched their thirst. Then being discovered by a Mr Mascoll, they received, from him and another person, all the assistance and hospitality which their deplorable situation required.

LOSS OF THE RESISTANCE,

IN THE STRAITS OF BANCA, 24TH JULY, 1798.

CERTAIN intelligence being brought from the eastward to Madras, by Captain Shepparuson of the Venus, that part of the crew of an English man-of-war, supposed to be the Resistance, which was unfortunately blown up in the Straits of Banca some months before, still survived, Major Taylor, commanding the garrison at Malacca, immediately dispatched a prow to their relief. Those unfortunate men, it was said, had been picked up by some prows and carried to Lingan, where they were kept in a state of slavery.

The prow sent by Major Taylor was suitably provided with supplies; she also conveyed a sepoy well acquainted with the Malay language, who was entrusted with a letter from Major Taylor to the sultan of Lingan, entreating that prince to lend his aid in using the most effectual means for the recovery and release of such of the ship's company as might be discovered in that distressing situation.

On the fifth of December the prow returned to Malacca, with one seaman belonging to the Resistance, from whose declarations the following narrative was obtained. It appears the more en-

titled to credit, because no deviation from it was found, on repeated interrogatories afterwards put to him from time to time. Likewise because it nearly resembled the circumstances of the report which Captain Sheppardson obtained from the Malays at Rhio; and also because there was a remarkable coincidence between it and an account transmitted from Penang to Malacca, by three of his comrades who had providentially arrived in safety at that settlement.

This seaman, whose name is Thomas Scott, declared that, on the 23d of July 1798, a small Malay vessel, which the Resistance had made a prize, and was conducting through the Straits of Banca, had fallen so much astern as to be entirely out of sight. The Resistance consequently came to an anchor to enable the prize to get up to her. About one o'clock next morning, the prize cast anchor under her stern, and Lieutenant Cuthbert, the officer of the watch, hailed the vessel in order that her commander, now in the Resistance, might be returned on board. But not being heard by the people, he endeavoured to reconcile the commander of the vessel to this farther detention, by assurances that he should be permitted to go to her in the morning.

Soon after this conversation between Lieutenant Cuthbert and the Malay captain, while Scott lay asleep on the larboard side of the quarter-deck, he was suddenly awakened by a fierce blaze that seized his clothes and hair, and this was instantaneously succeeded by a tremendous explosion. He conjectured that he became utterly insensible from the shock, for five minutes or more.

How the accident could happen, considering the situation of the ship, he was quite incapable

of forming any idea. He supposed it to take place about five in the morning, because day appeared, as he guessed, an hour afterwards. When he recovered a little from the shock, he found himself half suffocated with the water, floating and struggling with twelve others in the same situation. These, who composed the small remnant of the whole ship's company, contrived, along with him, to reach the netting of the ship on the starboard, which just remained above water.

The people of the prize, then within hail astern, and who at the dawn of day must have easily discovered the condition of the wreck, and heard the cries of the unfortunate men clinging to it, callous to every sentiment of humanity, weighed anchor and stood over to the island of Banca.

As the weather continued mild and the water smooth, the shipwrecked mariners began, about eleven in the forenoon, to make a raft of whatever pieces of timber they were able to pick up around them. In accomplishing this, they were luckily assisted by means of the main-yard, which lying alongside of the wreck, furnished them with sufficient ropes for lashings; they also obtained cloth for a sail from it, which they fixed to the mast of the jolly-boat; and they completed their undertaking, by making a platform upon it of such planks as they could collect together.

From the shock and severe scorching which all the survivors had suffered, they were unable to finish the work before one o'clock. Only four or five were, in truth, capable of employing themselves on it; and their united labour was far from sufficient to secure the raft as it ought to have been. To these difficulties must be added their anxiety to reach the shore before night, which

was the greater, as the floating part of the wreck to which they clung could only bear the weight of two seamen, James Sullivan and Robert Pulloyne, who were the most injured. To them their comrades generously gave the preference, by mounting them upon it. With a single pumpkin, which was all the sustenance they had to depend on, they committed themselves to the raft, and made sail for the nearest shore, which was the low land of Sumatra. This was about three leagues distant from them, and about six leagues south of the Dutch settlement of Palambangan.

About seven o'clock it began to blow fresh, and the sea ran high, with a strong current now setting in against them. They were still a considerable distance from the land when the lashings of the raft began to give way, and the raft itself was parting in pieces. Not only was every plank of the platform presently washed off, but, to increase the dangers of their situation, the mast and sail were carried away. But here they displayed that energy in discovering resources which ever characterizes seamen. Observing an anchor-stock which had formed part of the raft, floating away, and trusting in greater security on reaching it, though it was not near at hand, Scott, the stoutest of the party, resolved to swim after it; and encouraging three others to follow his example, all reached it in safety.

It was now one in the morning, with clear moonlight; Pulloyne was dead, and the eight unfortunate individuals who still remained by the raft, seeing this part of their number, from whose exertions alone any hope might be entertained, thus consult their own safety by the only possible chance of it, bitterly bewailed the separation.

In an hour more, the adventurers on the anchor-stock lost sight of their forlorn companions, and never again saw or heard of them. By means of two spars lashed across the stock, they contrived to keep it from rolling, and were borne securely by it until about nine o'clock next morning, when the current changing again, set them fast towards the land. By help of a paddle, they happily arrived under its lee, about nine of the same night, the 25th of July, though they had been driven farther out to sea than on first leaving the wreck. From the surf running along the shore, they were oblig-ed to resort to swimming, and it was no easy mat-ter, considering their weak and exhausted state, to gain the beach.

Though they had thus providentially escaped from the dangers of the deep, others no less formi-dable menaced them on this desert coast; or if not desert, trod only by the footsteps of men scarce less savage than the wild beasts roaming in the adjacent thickets. Their first care, after the fa-tigues they had undergone, was to gather together leaves and dry grass, of which they made a bed, and there reposed all night. When awakened by the pressure of thirst in the morning, they went in quest of water, and luckily found it in the vici-nity, but no other refreshments, nor could they discover even a single shell fish. They remained in this condition until four in the afternoon, being three whole nights and two days from the time of being blown up, despairing of human succour, when one of the party saw a Malay prow lying in a bay, at hardly a quarter of a mile's distance. On this, having consulted what was best to be done, it was resolved that Thomas Scott, who could speak Dutch, and also the Malay language fluently,

should approach alone, while all the rest kept out of sight.

It was fortunate that they took this precaution, for had the whole advanced together, undoubtedly they would have been sacrificed. Scott, on approaching nearer, discovered other four prows, pirates like the first, some of the people belonging to which were employed ashore repairing a boat. On observing Scott, their head man immediately made towards him with an uplifted axe in his hand; and giving a loud shout, a crowd followed, all equally determined to put him to death. But Scott falling on his knees, supplicated mercy in their native tongue, whereupon the chief relented, and prohibited any of his people from doing their prisoner harm. They earnestly inquired what countryman he was, and what he wanted among them: to which he replied, that he was an unfortunate Englishman, one of a small remainder that had survived an accident which lately befel their ship. They repeated the question, whether he was truly an Englishman; and enjoined him, at his peril, to disclose if any man of the Dutch nation, was among the number saved. Scott having answered this in the negative, the chief, or rajah as they stiled him, inquired particularly whether the captain survived, saying, if he did, he would himself undertake to convey them all to Malacca. But both he and his people vowed, that if the party whom accident thus put in his power had been Dutch, no considerations would have induced them to spare a single man.

Some of the pirates were now directed towards the other seamen; whom they immediately brought back trembling, and under the most alarming apprehensions that they should all be massacred as

they conceived Scott had been, because, while they were themselves undiscovered, they had seen him surrounded by an angry and threatening crowd.

On their arrival the Malays made all the four sit down until they had fully satisfied their curiosity, by asking a thousand questions relative to the ship and themselves. Their next step was dividing the captives, each of two chiefs taking two into his boat: Alexander M'Carthy, quarter-master, and J. Hutton being taken into the one, and Joseph and Thomas Scott into the other. A plentiful meal of rice and fish was then served to them in each of the boats, after which the five prows immediately put off for the wreck of the Resistance. They sought two entire days for her in vain; but, although no part, either of her or her contents, could then be seen, some of the seamens chests, containing a few dollars and articles of little value, and a few of the bodies, continued to be washed ashore from time to time.

The five prows, which belonged to a fleet of eighteen or twenty that were distributed along the land, remained about three weeks cruizing separately up and down the Straits for trading craft from China, Java, and other places. During this period the treatment of the prisoners by the Malays gave no particular cause of complaint.

About the 25th of August, the prow-rajah, or principal prow, in which Scott was, fell in with a sloop from Java. The crew, intimidated by her formidable appearance, for she carried a twelve-pounder, two swivels, and a quantity of small arms, and well knowing they could expect no mercy from the sanguinary tribe on board, had abandoned their vessel under cover of night. The English

seamen, before the Malays boarded the ship, were promised a small dividend of any cloth or provisions that might be found in her; and it was then ascertained that she was laden with salt, and oil, with some fowls, rice, and cocoa-nuts, of which they received a share.

The prow carried the sloop to Penobang, a town in the island of Lingan, where she was sold for 1500 dollars. At this place the pirates had a small fort, or block-house, surrounded by water, mounting a good many guns. These are occasionally run out of their houses, which are universally erected on stakes or piles.

The two Scotts were separated here, Joseph being sent with the prize to the town of Lingan, and Thomas remaining with the rajah of the prow at Penobang. When the latter had continued four or five weeks a slave to the rajah of the prow, he heard intelligence of the quarter-master M'Carthy, and Hutton, having arrived in her at Lingan; also, that the young rajah, who commanded the prow, had very humanely and liberally rejected any price for his captives, and freely presented them to the sultan. A few days after he heard that Joseph Scott had been ransomed from the Timor [Timor] men on board the prize, where it was his lot to be disposed of for fifteen rix-dollars. Likewise, he understood that the sultan of Lingan, with an alacrity and generosity which both evinced the goodness of his heart and his regard towards the British nation, provided all the surviving seamen, with whose situation he was acquainted, with a prow to transport them to Penang.

Thomas Scott was brought up by his owner from Penobang to Lingan, about half a day's sail, and there sold in the market for thirty-five rix-

dollars, which took place nine days after the liberation of his comrades and their departure for Penang. His purchaser was also a rajah, or head man, who proved a kinder and more compassionate master to him than the former. He had now a better allowance of victuals, greater liberty, the gift of a cloth to cover him, and an handkerchief.

While this unfortunate seaman was lamenting the hardship of his fate in being the only one of his countrymen left behind in bondage, his new master encouraged him with assurances, that, whenever he should be able to indemnify him for the expence of his original purchase, he should immediately be released. His liberty, however, was obtained by the unexpected interposition of the sultan, who next day, he found, to his unspeakable joy, had ransomed him from the rajah.

Being ordered into the presence of his benefactor, Scott was informed that a letter had been received the preceding day by the sultan, from Major Taylor, commanding at Malacca, recommending to his protection the crew of any of his majesty of Great Britain's ships who might be found in those parts. The sultan intimated his pleasure to discover still one other Englishman previously unknown to him, whose liberty he had the satisfaction of granting, and added several other expressions of regard. Accordingly, he had the sultan's permission to depart for Malacca, where he arrived on the fifth of December, after a tedious passage of fourteen days.

Besides all the officers of the Resistance on board when she blew up, there were about two hundred and fifty seamen and thirty marines, also fourteen Spanish prisoners, and four women

SUFFERINGS OF SIX DESERTERS

BELONGING TO THE ARTILLERY OF THE ISLAND ST. HELENA, IN AN OPEN BOAT, 1799.

THE following narrative, though short, is impressive, and, in this respect, accords with others contained in these volumes. But, independent of the sufferings it describes, it affords a serious warning to men in public service not to allow themselves to be led astray from their duty, or be seduced from their native government, to which they owe allegiance. Temptation, indeed, is often thrown in their way, and there can be no characteristic more truly descriptive of the inhabitants of the British dominions, than that their services are coveted by other kingdoms.

The reputed adventures of six deserters from the island of St Helena, produced a court of inquiry concerning the truth of them, on the 12th of December 1801, when John Brown, one of the survivors, gave a recital on oath of the events that had befallen them.

In June 1799, Brown belonged to the first company of artillery in the service of the garrison of St Helena. On the 10th of that month, M'Kinnon, the gunner, and an orderly of the second company, about half an hour before parade-time,

asked him if he was willing to go on board an American ship called the Columbia, Captain Henry Lelar, then the only ship in the roads. After some conversation Brown agreed to do so, and met him towards seven o'clock at the play-house. There he found four persons about to engage in the same way, one being named M'Quin, a man of Major Seale's company, another called Brighouse, a third Parr, and a fourth Matthew Conway.

Parr was a good seaman, and said, he would either take them to the island Ascension, or lie off the harbour of St Helena till the Columbia could weigh anchor and get out.

About eight o'clock they went down to the west rocks, where the American boat was waiting for them, manned with three American seamen, who carried them alongside the Columbia. They went on board, and, after being there half an hour, changed their clothes. Parr went down to the cabin

About eleven at night, Brighouse and Conway proposed to cut a whale-boat from out of the harbour, to prevent the Columbia being suspected Accordingly they cut out a boat with a coil of rope in it, five oars, and a large stone, by which it was moored.

Observing lanterns passing on the line towards the sea-gate, and hearing a great noise, they thought they were missed and searched for. They immediately embarked in the whale-boat, with twenty-five pounds of bread in a bag, and a keg of water, containing about thirteen gallons, a compass, and a quadrant, given to them by the commanding-officer of the Columbia; but, in the hur-

ty of departure, the quadrant was either left behind or fell overboard.

They then left the ship, pulling with two oars only to get ahead of her; the boat half full of water, and nothing to bale it out. Thus they rowed out to sea, and lay a great distance off, being in hourly expectation of the American ship.

No ship appearing, however, they bore away, about twelve o'clock of the second day, by Parr's advice, steering north by west, and then north-north-west, for the island of Ascension. Their handkerchiefs were used as substitutes for sails, and they met with a gale of wind which lasted two days. The weather then became very fine, and they calculated that they had run towards ten miles an hour. M'Kinnon kept a reckoning with pen, ink, and paper, supplied to him by the Columbia, as also charts and maps.

This course was continued until about the 18th, on the morning of which day many birds were seen, but no land. Parr, at twelve o'clock, said, that he was sure they must be past the island of Ascension, accounting it to be eight hundred miles from St Helena. Each then gave up his shirt to make a small spritsail of the whole, and they laced their jackets and trowsers together at the waistband to keep them warm. Next they altered their course to west by north, thinking to make Rio de Janeiro on the American coast. Provisions running very short, they restrained themselves to an ounce of bread in twenty-four hours, and two mouthfuls of water.

They continued on the same allowance until the 26th, when all their provisions were consumed. On the 27th M'Quin took a piece of bamboo in his mouth to chew, and all the rest followed his,

example. It being Brown's turn that night to steer the boat, he cut a piece from one of his shoes, recollecting to have read of people in a similar situation eating their shoes. But he was obliged to spit it out, as it was soaked with salt water; therefore he took the inside sole, part of which he ate, and distributed some to the others. However, it gave them no relief.

On the first of July, Parr caught a dolphin with a gaff that had been left in the boat, on which they all fell on their knees and thanked God for his goodness to them. They tore up the fish and hung it out to dry. On this they subsisted until the fourth, when, finding the whole expended, bones and all, Parr, Brown, Brighouse, and Conway, proposed to scuttle the boat and let her go down, that they might be put out of their misery. The other two objected, observing, that God, who had made man, always found him something to eat.

M'Kinnon, about eleven on the fifth, expressed, that it would be better to cast lots for one of them to die, in order to save the rest, to which they consented. The lots were made; but Parr, having been sick two days with the spotted fever, was excluded. It was his province to write the numbers out and put them into a hat, from which the others, blindfolded, drew them, and put them in their pockets.

Parr then asked whose lot it was to die: none knew what number was in his pocket, but each prayed to God that it might fall on him. It was agreed that he who had number *5* should die; and the lots being unfolded, M'Kinnon's was number *5*.

They had previously agreed, that he on whom

the lot fell should bleed himself to death, for which purpose they had provided themselves with nails from the boat, which they sharpened. M'Kinnon, with one of them, cut himself in three places, in the foot, hand, and wrist; and, praying God to forgive him, died in about a quarter of an hour.

Before he was quite cold, Brighouse cut a piece of flesh off his thigh, with one of the same nails, and hung it up, leaving his body in the boat. About three hours after they all ate of it, but only a very small bit; and the piece lasted until the seventh of the month. Every two hours they dipped the body in the sea in order to preserve it.

Parr having found a piece of slate in the bottom of the boat, sharpened it on the large stone, and cut out another piece of M'Kinnon's thigh with it, which lasted them until the eighth. It was then Brown's watch, and he, observing the water change colour about break of day, called the rest, thinking they were near the shore; but, as it was not quite daylight, they saw no land.

As soon as day appeared, however, they discovered land right a head, and steered for it, and were close in with the shore about eight in the morning. There being a very heavy surf, they endeavoured to turn the boat's head to it, which, from weakness, they were unable to accomplish, and soon afterwards the boat upset. Brown, Parr, and Conway, got to shore, but M'Quin and Brighouse were drowned.

On the beach a small hut was discovered by the survivors, in which were an Indian and his mother, who informed them that there was a village called Belmont, about three miles distant. The Indian went thither, and gave information that the French had landed; and, in two hours, the governor of

the village, a clergyman, along with several armed men, took Conway and Parr prisoners. They tied their hands and feet, and, slinging them on a bamboo stick, carried them in this manner to the village. Brown was extremely weak; he remained in the hut some time, and was afterwards taken.

On the prisoners informing the people that they were English, they were immediately released, and three hammocks provided for them, in which they were carried to the governor's, who allowed them to lie in his own bed, and gave them milk and rice to eat; but they were seized with a locked jaw, from not having ate any thing for a considerable time, and continued so until the 23d. In the interval the governor of this place wrote to the governor of St Salvador, who sent a small schooner to Porto Seguro, for the purpose of conveying them to St Salvador.

They were then conducted on horseback through Santa Cruz to Porto Seguro, where they remained about ten days, and after that embarked. On their arrival at St Salvador, Parr, when interrogated by the governor, said he was captain of a ship, the Sally of Liverpool, which had foundered at sea, and that he and his comrades had saved themselves in the boat; that the ship belonged to his father, and was last from Cape Corfe Castle, on the coast of Africa, whence she was to touch at Ascension for turtle, and was then bound for Jamaica.

These three men continued about thirteen days at St Salvador, during which time the inhabitants collected a subscription of L. 200 for each of them. They then embarked in a Portuguese ship for Lisbon, Parr going in the capacity of mate, Conway as boatswain's mate, and Brown, who was sickly, as a passenger. In thirteen days they reached

Rio de Janeiro: Parr and Conway sailed for Lisbon, and Brown was left in the hospital.

In about three months, Captain Elphinstone of the Diomede pressed Brown into his majesty's service, giving him the choice of remaining on that station, or to proceed to the admiral at the Cape of Good Hope. He preferred the latter, and was put, along with seven suspected deserters, in irons, on board the Ann, a Botany Bay ship, with the convicts. When he arrived at the Cape, he was put on board the Lancaster of sixty-four guns; he never entered; but at length he received his discharge, after which he engaged in the Duke of of Clarence as a seaman, resolving to give himself up the first opportunity, in order to relate his sufferings to the men of the garrison of St Helena, that they might thereby be deterred from attempting so wild a scheme again.

LOSS

OF HIS MAJESTY'S PACKET, LADY HOBART, ON AN ISLAND OF ICE, 28TH JUNE 1803. BY CAPTAIN FELLOWES.

"We sailed from Halifax on the 22d of June 1803, steering a course to the southward and eastward, to clear Sable Island. On the 24th we hauled to the northward, to pass over the northern part of the Great Bank of Newfoundland, intending to keep well to the northward, and by that means avoid the enemy's cruizers.

At seven in the morning of the 26th, being then on the Grand Bank, in latitude 44° 37′ and longitude 51° 20′ west, Cape Race bearing north-north-west ½ west, 120 miles distant, we discovered a large schooner under French colours, standing towards us, with her deck full of men. We concluded, from her manner of bearing down, that she had been apprised of the war, and that she took us for a merchant brig; therefore we cleared our ship for action. At eight, being within range of our guns, we fired a shot at her, when she struck her colours, and we sent on board and took possession of the vessel. She proved to be l'Aimable Julie, of Port Liberté, of eighty tons burden, new, and strong built, and bound thither

from Port St Pierre. She was laden with salt fish, and commanded by Citizen Charles Rossè.

After taking out the captain and crew of the prize, I gave her in charge to Lieutenants John Little and William Hughes of his majesty's navy, who were passengers in the Lady Hobart, and most handsomely volunteered their services. Along with them I sent two of our own seamen, and two prisoners, to assist in navigating the prize.

At ten in the morning we saw two schooners ahead, and fired a gun to bring them to. Finding them to be English, and bound to St John's, I divided the French prisoners between them, with the exception of the captain, mate, and one boy, the captain's nephew, who very earnestly requested to be kept on board the packet.

On Tuesday the 25th of June, it blew hard from the westward, with a heavy sea and hazy weather, and thick fog at intervals. About one in the morning, the ship, then going at the rate of seven miles an hour by the log, struck against an island of ice, with such violence that several of the crew were pitched out of their hammocks. The suddenness of the shock roused me from my sleep, and I instantly ran upon deck. The helm being put hard a-port, the ship struck again about the chess-tree, and then swung round on her keel, her stern-post being stove in, and her rudder carried away, before we could succeed in our attempts to haul her off.

At this time the island of ice appeared to hang quite over the ship, forming a high peak, which must have been at least twice the height of our mast-head; and the length of the island was supposed to be from a quarter to half a mile.

The sea was now breaking over the ice in a

dreadful manner, and the water rushing in so fast as to fill the ship's hold in a few minutes: we hove the guns overboard, cut away the anchors from the bows, and got two sails under her bottom. Both pumps were kept going, and we continued baling with buckets from the main-hatchway, in hopes of preventing the ship from sinking. But, in less than a quarter of an hour, she settled down to her fore-chains in the water.

Our situation was now become most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas of the navy, and Mr Bargus, my master, as to the propriety of making any further efforts to save the ship; and, as I was anxious to preserve the mail, I requested their opinion as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side These gentlemen agreed with me that no time was to be lost in hoisting out the boats; and that, as the vessel was then settling fast, our first and only consideration was to endeavour to preserve the crew: And here I must pay that tribute of praise which the steady discipline and good conduct of every one on board so justly merit. From the first moment of the ship's striking not a word was uttered expressive of a desire to leave the wreck; my orders were promptly obeyed, and, though the danger of perishing was every instant increasing, each man waited his own turn to get into the boats, with a coolness and composure that could not be surpassed.

Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed the ladies, three in number, in the former. One of them, Miss Cotenham, was so

terrified, that she sprung from the gunwale, and pitched into the bottom of the boat with considerable violence. This, which might have been an accident productive of fatal consequences to herself, as well as to us all, was unattended by any bad effect. The few provisions which had been saved from the mens births were then put into the boats, which were quickly veered a-stern.

By this time the main-deck forward was under water, and nothing but the quarter-deck appeared. I next ordered the men into the boats, and, having previously lashed iron pigs of ballast to the mail, it was thrown overboard.

I now perceived that the ship was sinking fast Intending to drop myself from the end of the try-sail-boom into the cutter, but apprehensive that she might be stove under the counter, I called out to the men to haul up and receive me; and I desired Mr Bargus, who continued with me in the wreck, to go over first. He replied, that in this instance he begged leave to disobey my orders, that he must see me safe over before he attempted to go himself Such conduct, and at such a moment, requires no comment; but I should be wanting to myself and to the service, if I did not state every circumstance, however trifling; and it is highly satisfactory to have this opportunity of recording an incident so honourable to a meritorious officer.

At the time we hoisted out the boats, the sea was running so high that I scarcely flattered myself we should get them over in safety, and indeed nothing but the steady and orderly conduct of the crew could have enabled us to accomplish so difficult and hazardous an undertaking; and it is only justice to them to observe, that not a man in the ship attempted to make use of the liquor, which

every one had in his power. While the cutter was getting out, I perceived John Tipper, one of the seamen, emptying a five gallon bottle, and on inquiry, found it to be of rum. He said that he was doing so for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which had generally been filled over night, and which was then the only fresh water that could be got at. It afterwards became our principal supply. This circumstance I relate, as being so highly creditable to the character of a British sailor.

We had scarce quitted the ship, when she gave a heavy lurch to port, and then went down head foremost. I had ordered the colours to be hoisted at the main top-gallant mast head with the union downwards, as a signal of distress, that it any vessel should happen to be near us at the dawn of day, our calamitous situation might attract observation from her, and relief be afforded us.

At this awful crisis of the ship sinking, when fear might be supposed the predominant principle of the human mind, a British seaman, named John Andrews, exhibited uncommon coolness: "There my brave fellows," he exclaimed, "there goes the pride of old England!"

I cannot attempt to describe my own feelings, or the sensations of my people. Exposed as we were, in two open boats, on the great Atlantic ocean; bereft of all assistance but that which our own exertions under Providence could afford us, we narrowly escaped being swallowed up in the vortex. Men accustomed to vicissitudes are not easily dejected, but there are trials which human nature alone cannot surmount. The consciousness of having done our duty, and reliance on a good Providence, enabled us to endure the calamity

that had befallen us, and we animated each other with the hope of a better fate.

While we were employed in deliberating concerning our future arrangements, a singular incident occurred, which occasioned considerable uneasiness among us. At the moment the ship was sinking, she was surrounded by what seamen call a school, or an incalculable number of whales, which can only be accounted for, by our knowing that at this particular season, they take a direction for the coast of Newfoundland in quest of a small fish called capelard, which they devour. From their near approach, we were extremely apprehensive that they might strike the boats and materially damage them; frequent instances having occurred in the fishery, of boats being cut in twain by the force of a single blow from a whale. We therefore shouted and used every effort to drive them away, but without effect; they continued, as it then seemed, to pursue us, and remained about the boats for half an hour, when, thank God! they disappeared without having done us any injury.

After surmounting dangers and difficulties which baffle all description, we at length rigged the foremast, and prepared to shape our course in the best manner that circumstances would admit. The wind blew precisely from that point on which it was necessary to sail in order to make the nearest land.

An hour scarcely elapsed from the time the ship struck, until she foundered. The crew were already distributed in the following order, which was afterwards preserved. In the cutter, which was twenty feet long, six feet four inches broad, and two feet six inches deep, were embarked three

ladies and myself; Captain Richard Thomas of the navy; the French commander of the schooner; the master's mate, gunner, steward, carpenter, and eight seamen, in all eighteen people. These, together with the provisions, brought the boat's gunwale down to within six or seven inches of the water. Some idea of our crowded state may be formed from this; but it is scarcely possible for the imagination to conceive the extent of our sufferings in consequence of it.

In the jolly-boat, which was fourteen feet from stem to stern, five feet three inches broad, and two feet deep, were embarked Mr Samuel Bargus, master; Lieutenant-Colonel George Cook of the first regiment of guards; the boatswain, sailmaker, and seven seamen; in all eleven persons.

The only provisions which we were able to save, consisted of between forty and fifty pounds of biscuit, a vessel containing five gallons of water, as also a small jug, and part of a barrel of spruce-beer, one five-gallon vessel of rum, a few bottles of port wine, with two compasses, a quadrant, a spy-glass, and a small tin mug. The deck-lantern, which had a few spare candles in it, had likewise been thrown into the boat; and the cook having had the precaution to secure his tinder-box and some matches that were kept in a bladder, we were enabled to steer by night.

The wind was now blowing strong from the westward, with a heavy sea, and the day had just dawned. Estimating ourselves 350 miles distant from St John's in Newfoundland, with the prospect of westerly winds continuing, I found it necessary at once to use the strictest economy. This I represented to my companions in distress, that our resolution, when adopted, should on no account be changed,

and that we should begin by suffering privations, which, I foresaw, would be greater than I ventured to explain. To each person, therefore, were served out half a biscuit and a glass of wine, which was the only allowance for the ensuing twenty-four hours; we all agreed to leave the water untouched as long as possible.

During the time we were employed in getting out the boats, I ordered the master to throw the main-hatch tarpauling into the cutter, which being afterwards cut into lengths, enabled us to form a temporary bulwark against the waves. I had also reminded the carpenter to carry as many tools with him as he could. Accordingly, among other things, he had put a few nails in his pockets, and we repaired the gunwale of the cutter, which had been staved in hoisting her out.

Soon after daylight we made sail with the jolly-boat in tow, and stood close hauled to the northward and westward, in hopes of reaching the coast of Newfoundland, or of being picked up by some vessel. We passed two islands of ice nearly as large as the first; and now said prayers, and returned thanks to God for our deliverance. At noon we made an observation, in latitude 46° 33' north, St John's bearing west ¾ north, distant 350 miles.

Wednesday the 29th of June was ushered in with light variable winds from the southward and eastward. We had passed a long and sleepless night, and I found myself, at dawn of day, with twenty-eight persons, anxiously looking up to me for the direction of our course, as well as for the distribution of their scanty allowance. On examining our provisions we found the bag of biscuit much damaged by salt water, on which account it

became necessary to curtail the allowance. All cheerfully acquiesced n this precaution.

It was now that I became more alive to the horrors of our situation. We all returned thanks to heaven for past mercies, and offered up prayers for our safety.

A thick fog soon after came on ; it continued during the day with heavy rain, which, now being destitute of any means of collecting afforded us no relief. Our crowded and exposed condition was rendered more distressing from being thoroughly wet, as no one had been permitted to take more than a great coat or a blanket, with the clothes on his back.

The oars of both boats were kept constantly going, and we steered a N. N. W. course.—All hands were anxiously looking out for a strange sail. At noon, a quarter of a biscuit and a glass of rum were served to each person. St John's bore 3[illegible]0 miles distant, but we made no observation. One of the ladies again read prayers to us, particularly those for delivery after a storm, and those for safety at sea.

Next morning we were all so benumbed with wet and extreme cold, at day-break, that half a glass of rum and a mouthful of biscuit were served out to each person. The ladies, who had hitherto refused the spirits, were now prevailed upon to take the stated allowance, which afforded them immediate relief, and enabled them the better to resist the severity of the weather. The sea was mostly calm, with thick fog and sleet ; the air raw and cold. We had kept at our oars all night, and we continued to row the whole of this day. The jolly-boat having unfortunately put off from the ship, with only three oars, and having but a small sail converted into a foresail, from a top gal-

lant steering-sail, without needles or twine, we were obliged to keep her constantly in tow. The cutter also having lost two of her oars in hoisting out, was now so deep in the water, that with the least sea she made but little way, so that we were not enabled to profit much by the light winds.

Some one from the jolly-boat called out that there was part of a cold ham, which had not been discovered before. Of this a small bit about the size of a nutmeg was immediately served out to each person, and the remainder thrown overboard, as I dreaded it might increase our thirst, which we had no means of assuaging.

At noon we judged ourselves to be on the north-eastern edge of the Great Bank, St John's bearing west by north 246 miles distant. Performed divine service.

Friday, 1st July. During the greater part of the last twenty-four hours, it blew a hard gale of wind from W. S W. with a heavy confused sea from the same quarter. Throughout there were thick fog and sleet, and the weather excessively cold; and the spray of the sea freezing as it flew over the boats, rendered our situation truly deplorable. At this time we all felt a most painful depression of spirits;—the want of nourishment, added to the continued cold and wet, had rendered us almost incapable of exertion. The very confined space in the boat, would not admit of our stretching our limbs; and several of the men, whose feet were considerably swelled, repeatedly called out for water. But on my reminding them of the resolution we had made, and of the absolute necessity of persevering in it, they acknowledged the justice and propriety of my refusal to comply with their desire; and the water remained untouched.

We stood to the northward and westward at the commencement of the gale; but the cutter was so low in the water, and had shipped so much sea, that we were obliged to cast off the jolly-boat tow-rope; and we very soon lost sight of her in the fog.

This unlucky circumstance was productive of the utmost distress to us all. We had been roused to exertion from a double motive; and the uncertainty of ever again meeting the companions of our misfortune, excited the most acute affliction. To add to the misery of our situation, we lost, along with the boat, not only a considerable quantity of our stores, but with them our quadrant and spy-glass.

The gale increasing, with a prodigious heavy sea, we brought the cutter to, about four in the afternoon, by heaving the boat's sail loose over the bow, and veering it out with a rope bent to each yard-arm, which kept her head to the sea, so as to break its force before it reached us.

In the course of this day, there were repeated exclamations of a strange sail, although I knew that it was next to an impossibility to discover any thing, owing to the thickness of the fog. Yet these exclamations escaped from the several seamen, with such apparent certainty of the object being there, that I was induced to put the boat before the wind to convince them of their error. As I then saw, in a very strong point of view, the consequences of such deviation, I took occasion to remonstrate with them on the subject. I represented, with all the persuasion of which I was capable, that the depression arising from disappointment infinitely overbalanced the momentary relief proceeding from such delusive expectation, and

exhorted them not to allow such fancies to break out into expression. Under all these circumstances, the ladies, with a heroism which no words can describe, particularly afforded to us the best examples of patience and fortitude.

Joining in prayer tranquillized our minds, and inspired the consolatory hope of bettering our condition. On such occasions we were all bare-headed, notwithstanding the incessant showers.

St John's, at noon, bore west by north 148 miles distant; but we had no observation.

Saturday, 2d July.—It rained hard during the night, and the cold became so severe, that hardly one in the boat was able to move. Our hands and feet were so swelled, that many of them became quite black, owing to our confined state, and the constant exposure to wet and cold weather. At day-break, I served out about the third of a wine glass of rum to each person, with a quarter of a biscuit, and before noon, a small quantity of spruce-beer, which afforded us great relief.

During the earlier part of this day, it blew strong from the southward and westward, accompanied with foggy weather; towards noon moderate breezes prevailed from the northward and eastward.

At half-past eleven in the forenoon, a sail standing to the north-west, was discovered in the eastward. Our joy at such a sight, with the immediate hope of deliverance, gave us all new life. I immediately ordered the people to sit as close as possible, to prevent our having the appearance of an armed boat, and having tied a lady's shawl to the boat-hook, I raised myself as well as I could, and from the bow waved it as long as my strength would allow me. Having hauled close to the wind,

we neared each other fast, and in less than a quarter of an hour, we perceived the jolly-boat.

Our not recognizing her sooner was owing to an additional sail having been made for her out of one of my bed sheets, which had been accidentally thrown into the boat, and was set as a bonnet to the foresail.

I cannot attempt to describe the various sensations of joy and disappointment, which were successively expressed on the countenances of all. As soon as we approached the jolly-boat, we threw out a tow rope to her, and bore away to the north-west.

We now mutually inquired into the state of our respective crews after the late dreadful gale. Those in the jolly-boat had suffered from swelled hands and feet, like ourselves, and had undergone great anxiety on our account, concluding that we had perished. The most singular circumstance was their having steered two nights without any light; and our meeting again, after such tempestuous weather, could not have happened but from the interposition of Providence.

Guarding against a similar accident, we made a more equal distribution of our provision; and having received two bottles of wine, and some biscuit from the jolly-boat, we gave her company some rum in return.

Our hopes of deliverance had now been buoyed up to the highest pitch. The excitement arising from joy, perceptibly began to lose its effect; and, to a state of artificial strength, succeeded such despondency, that no entreaty or argument could rouse some of the men even to the common exertions of making sail.

I, for the first time, served out a wine glass full of water to the French captain, and several of the people, who appeared to have suffered most. I had earnestly cautioned the crew against tasting salt water; nevertheless some of them had taken copious draughts of it, and became delirious; some were seized with violent cramps, and twitching of the stomach and bowels. I again took occasion to point out to the rest of them the extreme danger of such indiscretion.

At noon, St John's bore west by north, distant 110 miles. We obtained no observation of the sun this day. Performed divine service

The cold, wet, and hunger, which we experienced the following day are not to be described; they rendered our condition very deplorable. At eight in the evening, having a strong breeze from the southward, we stood on under all the canvas we could spread, the jolly-boat following in our wake, and rowing to keep up with us.

The French captain, who for some days had laboured under despondency, admitting of no consolation, leapt overboard in a fit of delirium, and instantly sunk. The cutter was at this time going so fast through the water, and the oars being lashed to the gunwale, it would have been impossible to save him even had he floated. One of the other prisoners in the jolly-boat became so outrageous, that it was necessary to tie him to the bottom of the boat.

The melancholy fate of the poor captain, whom I had learnt to esteem, perhaps affected me at first more sensibly than any other person; for on the day of our disaster, when I was making the distribution in the boats, and considering in which I was to place him, he came to me, with tears in his

eyes, imploring me not to leave him to perish with the wreck. I assured him that I had never entertained such an idea; that as I had been the accidental cause of his misfortunes, I should endeavour to make his situation as easy as I could, and that as we were all exposed to the same danger, we should survive or perish together. This assurance, and the hope of being speedily exchanged, if ever we reached the land, operated for a while in quieting his mind; but fortitude soon forsook him, and the raw spirits, to which he had not been accustomed, producing the most dreadful intoxicating effects, hurried on the fatal catastrophe.

We were all deeply affected by this incident; indeed the most trifling accident or disappointment was sufficient to render our irritable state more painful; and I was myself absorbed with such melancholy, as to lose all recollection for many hours. A violent shivering had seized me, which returned at intervals; and as I had refused all sustenance, my state was very alarming. Towards night, I enjoyed, for the first time, three or four hours sound sleep; a perspiration came on, and I awoke as from a dream, free of delirium, but painfully alive to the horrors that surrounded me.

The sea continued to break so much over the boats, that those who had strength enough were obliged to bale without intermission. Those who sat in the stern of the cutter were so confined, that it was difficult for any one to put his hand into his pocket; and the greater part of the crew lay in water in the bottom of the boat.

The return of the dawn brought us no relief, but its light; the sun had never cheered us but once during the whole of our perilous voyage; and those among us who obtained a few uninterrupted hours

of sleep, awakened to the full consciousness of misery.

A very heavy gale arose from the southward, accompanied with so tremendous a sea, that the greatest vigilance was necessary in managing the helm, for the boats would have broached to from the slightest deviation, and occasioned our inevitable destruction. We scudded before the wind, expecting every returning wave to overwhelm us; but through the providence of God, we weathered the storm, which, towards night, began to abate.

We had now run the distance that we supposed ourselves from St John's; however, the thickness of the fog prevented us from seeing to any great extent.

Towards evening, we passed several pieces of rock-weed, and soon after Captain Thomas saw the wing of a hackdown, an aquatic bird frequenting the coast of Newfoundland, which often is ate by the fishermen. This afforded us great hopes of our approaching the land, and all hands were eagerly occupied in observing what passed the boats. About this time a beautiful white bird, web-footed, and not unlike a dove in size and plumage, hovered over the mast-head of the cutter; and notwithstanding the pitching of the boat frequently attempted to perch on it, and continued fluttering there until dark. Trifling as such an incident may appear, we all considered it a propitious omen.

The impressive manner in which the bird left us, and then returned to gladden us with its presence, awakened that superstition in our minds to which sailors are at all times said to be prone. We indulged ourselves with the most consolatory assurances, that the same hand which had provided this

solace to our distresses, would extricate us from the surrounding dangers.

There being every reason to conclude ourselves well in with the land, the few who were able to move, were now called upon to make the last effort to save their lives, by rowing and taking advantage of the little breeze that then prevailed. It was strongly urged to them, that should the wind come off the shore in the morning, and drive us to leeward, all exertions to regain it might then be too late, as, independent of our feeble state, the provisions, with all possible economy, could not last more than two days, and the water, which had as yet remained untouched, except in the instances before-mentioned, could not hold out much longer.

We had been six days and nights constantly wet and cold, and without any other sustenance than a quarter of a biscuit, and one wine-glass of liquid for twenty four hours. The men that had appeared totally indifferent respecting their fate, now summoned up resolution, and as many as were capable of moving from the bottom of the boats, betook themselves to the oars.

As the morning of Monday dawned, the fog became so thick that we could not see very far from the boat. During the night we had been under the necessity of casting off the jolly-boat's tow-rope to induce her crew to exert themselves by rowing. We again lost sight of her, and I perceived that this unlucky accident was beginning to excite great uneasiness among us. We were at this period so much reduced, that the most trifling remark or exclamation agitated us very much I therefore found it necessary to caution the people against being deceived by the appear-

ance of land, or calling out until we were quite convinced of its reality, more especially as fog-banks are often mistaken for land. Several of the poor fellows, nevertheless, repeatedly exclaimed they heard breakers, and some the firing of guns; and, to own the truth, the sounds we did hear bore such a resemblance to the latter, that I concluded some vessels had got on shore and were making signals of distress. The noise afterwards proved to be the blowing of whales, of which we saw a great number.

Soon after daylight the sun rose in view, for the second time since we quitted the wreck. It is worthy of remark, that, during the period of seven days, that we were in the boats, we never had an opportunity of taking an observation, either of the sun, moon, or stars; neither could we once dry our clothes. The fog at length beginning to dispel, we instantly caught a glimpse of the land, within a mile's distance, between Kettle Cove and Island Cove, in Conception Bay, fourteen leagues from the harbour of St John's. Almost at the same instant, we had the inexpressible satisfaction of discovering the jolly boat and a schooner near the shore standing off towards us.

I wish that it were possible for me to describe our sensations at this interesting moment. From the constant watching and fatigue, and also from the languor and depression produced by our exhausted state, such accumulated irritability was brought on, that the joy at a speedy relief affected us all in a most remarkable way. Many burst into tears; some looked at each other with a stupid stare, as if doubtful of the reality of what they saw, while several were in such a lethargic condition.

that no consolation, no animating words, could rouse them to exertion.

At this affecting period, though overpowered by my own feelings, and impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed offering up our solemn thanks to Heaven for the miraculous deliverance. Every one cheerfully assented. As soon as I opened the prayer-book, which I had secured the last time I went down to my cabin, universal silence prevailed. A spirit of devotion was so singularly manifested on this occasion, that, to the benefits of a sense of religion in uncultivated minds, must be ascribed that discipline, good order, and exertion, which even the sight of land could scarcely produce.

The service being over, the people requested to have a pint of grog each; but, dreading the consequences of such indulgence, I mixed some rum and water very weak, and distributed to every one a small quantity.

The schooner being within hail, and our situation being made known, she hove to and received us on board, and our boats were taken in tow. The men could now, with difficulty, be restrained from taking large and repeated draughts of water, in consequence of which several felt great inconvenience from the sudden distension of the stomach; but, by preserving greater caution afterwards, no other sinister effects ensued.

The wind having blown with great violence from off the coast, we did not reach the landing place at Island Cove until four o'clock in the evening. All the women and children, with two or three fishermen, the rest of the men being absent, came down to the beach, and, appearing deeply

affected at our situation, assisted in lifting us out of the vessel. They next assisted in carrying us up the craggy rocks, over which we were obliged to pass to get to their habitations.

It was most fortunate that we fell in with the land about Island Cove. A very few miles to the northward the coast is inaccessible, and lined with dangerous reefs of rocks, which we should have pushed for in the night, had we seen them. Our situation had become so desperate, that I had resolved to land at the first place we could make, and in that case we must all have perished.

The different fishing-huts were constructed of pine logs. The three ladies, Colonel Cooke, Captain Thomas, the master, and myself, were conducted to the house of Mr Lilly, a planter, who received us with great attention and humanity. This small village afforded neither medical aid nor fresh provisions, both of which we so much required, potatoes and salt fish being the only food of the inhabitants. I therefore resolved to lose no time in proceeding to St John's, and hired a small schooner for that purpose.

On the seventh of July we embarked in three divisions; the most infirm were placed in the schooner; the master's-mate had charge of the cutter, and the boatswain of the jolly-boat. But such was the exhausted state of the whole party, that the day was considerably advanced before we could get under weigh.

At two in the afternoon we made sail, with the jolly-boat in tow and the cutter in company, and stood along the coast of Newfoundland, with a favourable breeze. Towards dusk it began to blow hard in squalls off the land, when we lost sight of the cutter, and were obliged soon after to come to

an anchor without St John's harbour. We entertained great apprehensions for the cutter's safety, particularly as she had no grapnel, lest she might be driven out to sea; but at daylight we perceived her and the schooner entering the harbour. The cutter, we learnt, fortunately fell in with a fishing-vessel, to which she made fast during the night.

The ladies, Colonel Cooke, Captain Thomas, and myself, conducted by Mr Lilly, left the schooner when she anchored, and, notwithstanding the extreme darkness and badness of the night, reached the shore in the jolly-boat. No house being open at so late an hour, we wandered for some time about the streets; but at length we were admitted into a small house, where we passed the remainder of the night on chairs, as there was but one miserable bed for the ladies.

Early on the following day, our circumstances having been made known, hundreds of people crowded down to the landing-place. Nothing could exceed their surprise on seeing the boats that had carried nine-and-twenty persons such a distance, over a boisterous sea; and, when they beheld so many miserable objects, they could not conceal emotions of pity and concern.

I waited on Brigadier-General Skerrit, who commanded the garrison, and who, immediately on learning our situation, ordered a party of soldiers to take the people out of the boats, and, with the utmost kindness and humanity, directed beds and every necessary article to be prepared for the crew.

The greatest circumspection was found necessary in administering nourishment to the men. Several of the crew were so much frost-bitten as

to require constant surgical assistance; and it was arranged that they should continue at St John's until they were in a fit condition to be carried to Halifax, for which purpose I hired a schooner.

Being anxious to return to England, I engaged the cabin of a small vessel bound to Oporto, and, on the 11th of July, embarked with Mrs Fellowes, Colonel Cooke, Captain Thomas, Mr Bargus, the master, and the colonel's servant, who, during the voyage home, lost several of his toes in consequence of what he had suffered. The master's-mate was left to take charge of the ship's company, and was directed to conduct them to Halifax, whence they would be enabled to return to their own country by the first opportunity.

After taking leave of our hospitable friends at St John's, and recommending the companions of our distresses to their protection, we put to sea with favourable weather.

During a voyage of fifteen days, we had a few difficulties to encounter, such as pumping continually, for the vessel sprung a leak in a gale of wind, and we were obliged to throw overboard a considerable part of her cargo, which consisted of salt fish.

On the 26th of July we fell in with an American ship, the Bristol Trader of New York. The owner, Mr William Cowley, on being told of our distressed situation, and that we had been shipwrecked, immediately hove to, and, with a benevolence and humanity that will ever reflect the highest honour on his character, received us on board, and brought us safe to England, where we arrived, to our great happiness, on the third of August.

The persons saved, besides the officers and crew, were two French seamen, Mrs Fellowes, and five passengers, Mrs Scott, Miss Cotenham, Lieutenant-Colonel Cooke, and Captain Richard Thomas of the navy.

LOSS OF THE SHIP FANNY,

ON A ROCK IN THE CHINESE OCEAN, 26TH NOVEMBER 1803. BY MR PAGE.

We are indebted for the following narrative to the second officer of the Fanny, Mr Page, by whom it was written in a letter addressed to his brother. It conspicuously shews how greatly patience and resolution are conducive in overcoming the most afflicting evils. Had it not been for the united skill and courage of the narrator, in all probability but few, if any, of the survivors of the shipwreck would have escaped.

Mr Page sailed as a free mariner from England in March 1803, on board the Elphinstone, commanded by Captain Craig, and, in twelve days after leaving the Downs, arrived at Madeira. The voyage was thence pursued to the Cape of Good Hope, and finally, to Bombay, which the Elphinstone reached in the beginning of July of the same year. Mr Page in a short time began to present the introductory letters with which he had been provided, to various persons in India. But an uncourteous reception by the very first, an opulent and haughty merchant, attended with a supercilious declaration that he had no ships in

want of officers, roused Mr Page's spirit of independence. This was not lost on the merchant, for, immediately changing his tone, he requested the young adventurer's address, assuring him that he should be recommended to fill the first vacancy. A lieutenant of the Bombay Marine, and Lieutenant Mickie, naval-store keeper, to whom Mr Page had similar letters, lavished their attentions on him, and the latter in ten days informed him of an opening. Mr Page accordingly engaged as second mate on board the Fanny, Captain Robertson, bound for China, and embarked after taking a hasty leave of his friends.

The Fanny got under weigh on the morning of eighth August 1803, and proceeded on a prosperous voyage until reaching the Straits of Malacca, when, having run aground, the rudder was carried away. It was speedily refitted, and Mr Page, in the farther progress of the voyage, indulged himself, to relieve the irksome duty, with calculating the profits and advantages which it would produce. "When I arrive in China," says he, "I shall receive L. 80, every shilling of which shall be laid out in goods. These will bring me at least 50 per cent. :—50 per cent.? What do I say?—they must be bad markets indeed that will not produce at least 80 per cent. Perhaps, after all, however, I might agree on 70:" and so his calculation went on. "L. 80 at 70 per cent. will amount to so much, and four months additional wages to so much more."

The voyage being undertaken late in the season, exposed the Fanny to those frightful hurricanes called *Typhons* in the east, which are common in the warmer regions, and attended with the most disastrous consequences. On the 15th or

16th of September, the appearance of the moon prognosticated blowing weather, and on the 19th a gale arose. Next day the sky was throughout in a vivid glare, the clouds flying about in all directions, and the sea swelling in tumultuous agitation. The ship's company were now assured of being about to meet something unusual, and accordingly prepared themselves for it. At noon of the 21st, and the whole of the subsequent day, it was impossible for the violence of the wind to carry any sail, when, in the morning, a sudden calm ensued at eight o'clock.

These circumstances anticipated the approach of a typhon, and in half an hour it came on, in a way that baffles all description Let an amazingly high sea be figured, counteracted, at the same time, by the force of such a hurricane as turned back the tops of the waves, and covered the ocean with froth, resembling the boiling of a cauldron. Nothing could resist the tempest; about nine o'clock the foremast went by the board, and its wreck going astern, tore away the rudder. Three feet water were then in the hold, and the ship was driving to and fro at the mercy of the wind and sea. All hands got to the pumps, but unfortunately the mate, who had been affected by the extreme heat of the weather, and subject to derangement, was now raving mad, and the captain's spirits reduced to a low ebb. The chief burden of duty, therefore, fell on Mr Page, who continued constantly cheering the men at the pumps, and, in the tumult of his reflections, he felt a kind of consolation, that, should they all be lost, his friends in England would long be ignorant of it.

A dreadful scene was presented by the surrounding ocean; frequently the sea could not be dis-

tinguished from the clouds, exhibiting a spectacle awful, terrific, and sublime; and what was sometimes supposed a cloud, the rising of the ship proved to be an immense wave. But at midnight the gale abated; and by incessant pumping, the water, on the morning of the 23d, was reduced to nine inches. The ship had lost her rudder, and was drifting at the will of the winds and waves, though the loss of the masts would not have been equally unfortunate. She lay, in the midst of dangers, in 17° 42′ N. lat. and 112° 18′ east longitude; the wind was dying away, and, as sufficient sail durst not be carried to steady her, she continued to roll excessively. At ten that night the main-topmast went overboard, which killed one man and wounded five. After getting up a jury-foremast, and encountering many hazards, the Fanny made the coast of Hainan on the 13th of October, but, in two days afterwards, was blown out of the bay, where she had anchored. The chief mate, labouring under his unhappy malady, left the ship when she first reached Hainan; it was promoted by the difficulties and hardships of the voyage. But four men, besides his servant, having gone ashore for water in the same boat, were left behind, from the ship being blown off the coast.

The Fanny afterwards reached another part of the island, where she remained three weeks, and procured plenty of water, though no provisions, as the natives were prohibited to trade with her; therefore the allowance to the seamen was reduced to half a pound of pease in 24 hours. This was patiently borne by the seamen, but they soon began to suffer from it. Previous to the vessel's departure, information was received from the mate

that he and the boat's crew had been made prisoners immediately on landing; that they had been marched across the country to the place off which the ship lay, and were treated with the greatest cruelty. This usage, he added, had brought him to his senses, and he now entreated to be admitted on board. Four of the men had at the same time stole ashore in the long-boat, which was dashed to pieces by the surf. As the Hainanese refused to deliver up the people without ransom, it was resolved to resort to force; and the Fanny, having four six-pounders mounted, got under weigh on the 4th of November, to come abreast of the town and intimidate the inhabitants. A native was also kept on board as an hostage. When under sail the wind shifted, split the mainsail, and blew the ship off the land. The rudder next broke from the stern when in thirty fathoms water, and the vessel, again surrounded by dangers, drifted out to sea, with the Paracels, a dreadful reef, as yet incompletely explored, under the lee. Every hour produced some new hazard, until the ship at length came round upon the opposite tack, and drifted to the south-east, across the southern extremity of the Paracels. She continued advancing in the same direction until 21st November, when a new rudder was finished.

Having the ship once more under command inspired confidence among her company, and that night they stood towards the south-east. At daylight, however, rocks and sands were seen in every direction, and an attempt to get out proving abortive, the anchor was let go. Meantime it was resolved to repair a small Chinese boat to search for a passage through the reefs, nine of which could be counted from the mast-head. Repairing the

boat occupied two days, during which, though two anchors were down, the ship was driven nearer the rocks to leeward by every blast, and at times was within a mile of the nearest, over some parts of which the sea broke with great fury. But on trial the boat was found to be as leaky as ever, and, as no time could then be lost, one anchor was weighed, and the cable of the other cut to make sail. The reef was now about an hundred yards distant, and sanguine hopes of clearing it were entertained, whereby the ship and the lives of her crew might be saved, when unfortunately the wind changed, and drove them right upon it. Every means was practised to avoid the impending danger, though in vain, and at one o'clock P. M. of 26th November 1803, the Fanny struck very hard, and continued driving farther on the rocks. The mizen-mast was cut away to prevent her from going to pieces. By this she was relieved, and appeared to be fixed. Being high-tide when the vessel struck, nothing was visible except very shoal water, but as the tide sunk the rocks began to shew their heads, and at low water were dry for several miles around. Where she lay there were twelve feet water, and she heeled so much, that the yards were cut down from the masts and put overboard as props to support her.

The company of the Fanny were here in a most deplorable situation; cast away on a reef formerly unknown, in 9° 44′ north latitude, and in 113° 51′ east longitude; and distant from Cochin China, the nearest coast, 250 miles. The first land they could make, even had they possessed a boat fit to carry them, was Pulo Auro, distant 850 miles, their numbers consisted of 56 persons, and every moment they expected the ship to go to

pieces. As yet, however, she proved perfectly tight, and promised to afford a few days more of a miserable existence.

Now, the blacks half dead with hunger before, were incapable of making any exertion, and the captain, with Mr Page, took a glass of wine and water together in the cabin, such as in that situation is commonly called the dying man's glass. Nevertheless after consulting on the most probable means of preservation, they resolved on cutting off the poop, if the ship should hold together long enough, and forming two flat bottomed boats out of it. Though scarce expecting to see it completed, the task was set about with alacrity, and aided by all the Lascars but one, who swore he would rather die than do any thing more. Twenty-six bags of rice were now discovered, which proved a salutary relief.

Mr Page, who has afforded the materials for this narrative, acknowledges that, however averse to leave his shipmates, were he compelled by dire necessity, he must have preferred his own preservation to theirs. He along with the captain and gunner were the only Englishmen on board, and he proposed to the former, that the Chinese boat already mentioned should be rendered serviceable by the latter and himself: both the carpenters being employed on the floats, no assistance could be expected from them. This boat, he said, would just do for the captain, his servant, the gunner, and himself; it could be placed under the ship's stern, with a few pounds of rice and some wine ready to be thrown into it in a moment; after it was repaired, they could go on with the floats, and if the ship went to pieces, they four should endeavour to save themselves.

The captain assented to Mr Page's proposal, and next morning the operations on the boat began. Meantime the water rose in the hold of the vessel; on the 29th of November there were two feet seven inches; on the second of December six feet two inches; on the morning of the fourth nearly ten feet, and at noon she was completely full. Now her bulk began to yield, the timbers started, and in several places the planks broke asunder, which alarmed the people that she would not hold long together. Fresh water also began to fail, but the bounty of Providence sent two or three showers of heavy rain which was caught in sails, and butts filled with it.

The reef whereon the ship struck, was every where composed of sharp rocks, excepting the spot that she occupied. This consisted of a little sandy bay formed by two points, or a prong of the reef. Being here forced up to the rocks, their points protected her from the violence of the sea, and had she not been most providentially driven on that very spot, or even struck a hundred yards backwards or forwards, she must inevitably have been dashed to pieces in a few hours.

When the rocks were dry at low water, the people often went out in quest of shell-fish and found a quantity of rock oysters, but the taste was so strong that none except the blacks could eat them. Sometimes a few fish left by the tide in holes of the rocks were caught, and these afforded Mr Page and the captain hearty meals. The former once ventured on the reef, but the sharp coral rock cutting his feet like a knife, he was glad to make a speedy retreat. The Lascars, however, unused to shoes and stockings, and whose soles

were consequently as hard as horn, trampled over the rocks with the greatest facility.

About a fortnight after the ship struck, the putrefaction of the salt water and cotton in the hold, began to exhale a pestilential effluvia so pernicious, that a silver spoon placed between decks very soon became black, and the people quickly sickened from its effects. Their disorder began with an excessive swelling of the face and head, and those who were quite well at night, appeared so much disfigured in the morning, that it required some degree of skill to recognise them. The captain was also taken ill, but his was a liver complaint, aggravated by subsisting long on scarce any thing besides rice and salt-beef; he was in a very short time confined to bed, and daily grew worse. The whole crew were infected with disease; four men died in the space of a week; all the others were drooping; the carpenters grew depressed, and the rafts went slowly on. In addition to these calamities the ship continued to yield more and more, and thus her company remained until the 22d of December. Then to their great surprise a sail was seen to the eastward standing towards the wreck. This they supposed a Malay vessel blown off the coast of Borneo, and well aware of the savage disposition of the Malays, the people of the Fanny were anxious to avoid any communication with them; the reef being between her and their vessel, they could not approach without much difficulty. No signal was therefore made until she came so near as to shew American colours; an English flag was then hoisted, with the union down, as a signal of distress. The American vessel then hove to at about the distance of two miles and sent off her boat; only one passage through

the reef, over which the sea broke furiously, could admit its entry, and Mr Page, apprehensive the strangers might miss it, went out in the Chinese boat with three men. Reaching the extremity of the reef, a signal induced the Americans to come abreast of him, and they waved for him to pass the surf which ran high. This he could have accomplished, but reflecting that should he get into deep water on the outside, it might be impossible for him to return to the wreck, and he would then be necessitated to abandon his companions. Such a measure was inconsistent with his feelings, therefore after ineffectual endeavours to meet, the Americans returned to their ship, which made sail from the reef, and Mr Page returned to the wreck.

The shipwrecked mariners after this transient glimpse of deliverance, concluded that the vessel had proceeded straightway on her voyage. But here they were mistaken, for she re-appeared at noon, and again sent off her boat. The crew made several attempts to get through the surf; they said they belonged to the brig Pensylvania from Philadelphia, bound to China, had been out 43 days from Malacca, and were going the eastern passage, which accounted for their being in these unfrequented seas. They brought a note from their captain, offering immediately to convey the Fanny's people from the wreck, and next morning to take what rigging and stores might be necessary. But the English captain indiscreetly answered this humane proposal, by declaring his determination to take his chance in the floats then constructing, though any of his people who wished it might go. The chief mate of the American hearing these words, took Mr Page aside, and counselled him not to neglect such an opportunity, but accom-

pany him on board of the brig. Mr Page, however, restrained by a strong sense of duty, and apprehensive that the motives of his conduct might be miscontrued, replied, "that he was sorry the captain had taken such a desperate resolution, he was deterred by duty from leaving him, but hoped that he would take care of the Lascars."

With this answer, the mate returned to his ship; when his commander learning that Captain Robertson and Mr Page were inflexible, directed him immediately to carry them a few trifling articles, such as sugar, vinegar, bread, and the like, desiring him to say, that he would now take only four persons on board, who must be Christians. Four Portuguese were therefore selected, who left the wreck, carrying some cordage and sails along with them, and joined the brig. Next morning she was seen at a great distance, and at ten at night was out of sight.

Next day being Christmas, passed but gloomily, from a retrospect of many happy festivals passed at that season with friends at home, and contrasting them with present occurrences.

By means of the sugar and other articles, the captain's health was so far re-established, that he was enabled to superintend the construction of the floats, which were at length completed on the last day of the year. No description can convey an adequate idea of their appearance. In some measure they resembled two large boxes or chests, the fore part projecting in an angle of 45° like English barges. Each was seventeen feet and a half long at the bottom, and from projecting before, twenty feet long above. They were five feet deep, five feet broad below; and as the sides projected in the same manner as the forepart, but only to an

angle of 15°, the extreme breadth was eight feet. Considering the number of the Fanny's crew, the floats were very small, and their size not admitting of a deck, they were entirely open. To make them as strong as possible, planks had been ripped off the sides, and copper off the bottom of the ship; and now other three days were occupied in getting in rigging, sails, provisions, and water.

On the 4th of January 1804, every thing being prepared, the crew of the Fanny embarked in the floats, after remaining nine weeks by the wreck on the rocks. The captain, Mr Page, and other Europeans, to the total number of twenty-three were in the first, and twenty-four natives of the East in the second. Their stay on the rocks had rendered their appearance familiar, and had inured them to those hardships inseparable from their situation. By a longer abode, they would have been exposed to certain destruction. Yet the dangers of departure in two such frail and insufficient vessels were little less. Wanting a deck, and being so flat before and in the sides, hazarded any sidelong sea filling these vessels, and carrying them down. The nearest place that could be reached with any safety was Malacca, eleven hundred miles distant; for though Pulo Auro was within eight hundred miles, its inhabitants were a class of barbarous Malays, whose merciless disposition there was too great reason to dread. Yet those unfortunate mariners considered any alternative preferable to remaining on the rocks; and hopeless as the object seemed, they resolved to attempt reaching Malacca.

Eleven muskets, with some ammunition, were taken from the Fanny into the float with the Europeans, judging that they could make better use of them than the Lascars, who are never well dis-

posed for fighting. They next fastened the little Chinese boat astern; and trusting in the protection of Providence, again committed themselves to the waves.

The adventurers, however, had an inauspicious outset; for in endeavouring to get over the reef, both floats grounded, and beat so violently two hours, as to be in danger of going to pieces; but finding a hollow, with eight feet water, they cast anchor for the night. However, the copper was beat off the bottom of one float, which rendered baling necessary during the whole night, and the other remained aground. Next morning, both were got to the outside of the reef, with the assistance of the small boat. The same Lascar, who had refused working on the wreck, poisoned himself with a quantity of opium, whether induced by the reproach of conscience, or unable to bear the taunts of his messmates.

When the float with the Europeans reached the sea, it proved to be only nine inches out of the water, whence the spray constantly washed in. Another plank nine inches broad, was on that account run along, and over it a length of canvas, which still did not keep it dry. Two of the Lascars were then put into the small boat, and they got directions for steering; and at night a lantern was hoisted at the mast-head of the first float, to guide the Lascars in the second. In the course of the following day, the inattention of the steersman allowed this float to get into the trough of the sea, which, breaking at the time, half filled it immediately; all hands were thence employed in baling, until it came before the wind. But had the same accident happened again, it must have been fatal to all without exception.

On the 8th of January, there was no appearance of the float with the Lascars, and the Europeans, after standing under easy sail for her during the day, concluded that she must have foundered in the night. Thus they proceeded on their course, not void of apprehension that they should soon share the same fate. The sea run higher the further they got into the open ocean; but the little boat astern rose remarkably well to the waves, and as the lives of those it contained depended on their strength, Mr Page continually enjoined their vigilance. His instructions were not neglected, but unfortunately a heavy sea overset the boat at eleven at night on the 9th of January. Both the men washed out were heard exclaiming in despair, *Allah, Allah!* and imploring their comrades for assistance, which they knew not how to give. One, however, fortunately seized the boat's tow rope, and was taken into the float, the other was seen no more. It was a remarkable circumstance, and could not fail to make a strong impression on superstitious minds, that two enormous sharks had day and night kept pace with this little boat from the time of its leaving the rocks. One swam on each side generally with the back fins above water; but after the man was lost, they were never observed again.

The boat was then cut away from the stern of the float, as it proved an impediment to its way; but the sea always rising higher and higher, became so tremendous about the seventeenth day of the voyage, as to inspire all the adventurers with the utmost alarm for their safety. Their situation besides was deplorable; the captain had lost the use of his limbs, and a dreadful scurvy had broke out among the crew; ten were incapable of duty;

their gums and throats became so putrid, as almost to preclude them from swallowing; wounds, healed for years, now broke out with their former inveteracy, and one man had just died in excruciating agony.

Nevertheless the mariners surmounted all their difficulties. On the 23d of January, they came in sight of the southern Anambas, and on the 26th were driven westward by the current to Pulo Tingey, an uninhabited island. Here they enaged in an unsuccessful search for some antidote against the scurvy during two days; but they filled their casks with fresh water, and resumed their course. A brig was seen at the entrance of the Straits of Malacca, bound to the island of Bentang, for pepper; and her captain having given the Europeans some provisions, counselled them to keep close in to the Malay shore, the Straits being then infested with pirates. In a recent engagement with them, his chief mate had been killed, himself wounded, and his ship grievously damaged.

The Europeans were carried by the strength of the current down on the coast of Sumatra, which they were so anxious to avoid; and after five days occupied in crossing the straits to Malacca, they arrived off the harbour on the fourth of February. By a fishing boat, which they met six miles from shore, they dispatched a note to the governor, who speedily sent two boats with provisions and instructions to tow them in. Thus they gained the shore, having been a whole month on such a perilous voyage, and in hourly expectation of sinking; the float was safely moored, and the sick removed to the hospital.

Thousands now came to visit the adventurers, and the gentlemen of the settlement, by the kindest

attention, strove to obliterate their misfortunes. The captain was taken on shore, and properly treated; but Mr Page preferred remaining five days in the float, which, in the next place, was sold, with all its appurtenances, for eight hundred dollars.

Soon afterwards a vessel came into Malacca, having a Lascar on-board, belonging to the other float, which was supposed to have foundered at sea. According to his relation, she had steered right before the wind, until reaching a small island near the Straits of Malacca, where the crew went ashore for water. There the savage and inhuman Malays attacked the Lascars, exhausted with fatigue and famine, and barbarously murdered them in cold blood; only one escaped, who, stealing a canoe, reached Rhio, in the island of Bentang, which forms the southernmost part of the straits, where he obtained a passage in the ship which carried him to Malacca. Thus were those unfortunate beings doomed to become the victims of a ferocious tribe, after being spared by the ocean; and those who were miraculously preserved, did not cease to thank Providence for the mercy they had experienced. Indeed the circumstances of their preservation were wonderful; first, the Fanny had to encounter one of the most tremendous gales, under which a ship could live; secondly, that being wrecked on a reef of rocks in the centre of the Chinese Ocean, she was not dashed to pieces, and remained entire so long as to admit of two floats being constructed from the materials of which she was herself composed; and, thirdly, that twenty-three persons should sail 1100 miles through a tempestuous sea, for thirty days, in such miserable contrivances, and and at last gain a port of safety.

Mr Page obtained a passage to Bombay in the Minerva, which came into Malacca about twenty days after his own arrival there.

The crew of the Fanny consisted originally of sixty-four persons, to whom were added five, making in all 71

Killed by the fall of the mast in the typhoon	1		
Died at sea . . .	5		
Died on the rocks . .	1		
Poisoned himself in the Lascars float	1		
Murdered by the Malays	22		
Died of the scurvy in the Europeans float . .	1		
Washed out of the boat	1		
Dead	——	36	
The chief mate and his servant went on shore at Hainan, with four men . .	6		
Ran away with the long-boat	4		
Missing	——	10	
Portuguese taken off the rock	4		
Landed at Malacca from the float of Europeans .	20		
Landed from the Lascars float	1		
Preserved	——	25	71.

LOSS OF THE EARL OF ABERGAVENNY

EAST INDIAMAN, 5TH FEBRUARY 1805.

The Earl of Abergavenny was one of the finest ships in the East India service, of 1200 tons burden, and commanded by an officer of distinguished ability and character. Her officers were not less skilful, and the crew both numerous and well selected. This was the fifth voyage of the vessel, for which she was in every respect completely equipped, and in the most perfect condition for reaching Bengal and China, the places of destination.

Four hundred and two souls, of whom forty were passengers at the captain's table, sailed from Portsmouth, and the lading consisted of goods to the value of eighty-nine thousand pounds. While each hastened to secure his passage, there were four persons amidst the confusion left behind; the first and third mate, a cadet in the company's service, and an ensign of the 8th regiment of foot. They were on shore at Portsmouth, and, notwithstanding their anxiety to reach the ship, no opportunity could be found, until the master of an open boat, tempted by an offer of forty guineas, agreed to carry them thither.

At ten on the morning of the fifth of February, while the Abergavenny was about ten leagues to

the westward of Portland, the commodore made a signal to bear up, which was accordingly done. At this time she had the main top-mast struck, the fore and mizen top-gallant mast on deck, and the jib-boom in; the wind was about W. S. W. At three, a pilot came on board, when towards two leagues west of Portland; the cables were ranged and bitted, and the jib-boom was got out about four. The wind suddenly died away while crossing the Shambles, a shoal of rock and shingle, extending along the south side of the island of Portland, about a mile and a half or two miles from the land; and a strong tide setting the ship to the westward, drifted her into the breakers. A sea taking her on the larboard quarter, brought her to with her head to the northward, when she instantly struck the ground, about five o'clock in the afternoon. All the reefs were let out, and the topsails hoisted up, in hopes that the ship would shoot across the shambles; and the wind shifted to N. W. In this condition the vessel remained two hours and a half, with three or four feet water in the hold, the tide alternately set her on, and the surf drove her off; but she beat with great violence. The shocks were so severe, that the officers and men could scarce stand on deck; they diminished, however, and at length she got off the rocks.

During the whole time the pumps had been constantly going, and for fifteen minutes, after clearing the rocks, kept the water at three or four feet; but the leak increasing, all sail was immediately set, with the design of running for the nearest port. Meantime the water rose so fast that the ship would not answer the helm, and it was resolved to run her on the first shore. For some space of time, Captain Wordsworth and his

officers thought she could be got off without any material damage, and no signal guns of distress were fired for three quarters of an hour, when twenty were discharged; and though fully sensible of the danger, the officers, in order to prevent general confusion, preserved the minds of the passengers as much as possible from alarm by their silence. Matters, however, soon began to wear a more unfavourable aspect; the carpenter announced that a considerable leak was discovered near the bottom of the chain pumps, at which the water gushed in so fast, that he was not able to stop it. Ten or eleven feet water were in the hold. and the crew began to bale at the fore scuttle and hatchway. Notwithstanding all attempts to keep the water under were vain, the officers still entertained hopes of preserving the ship afloat, until she could be run on Weymouth sands.

The lashings of the boats were next cut, but the long-boat could not be got out, without laying the mainsail aback, by which the progress of the vessel would have been so much retarded, as to preclude all chance of running her aground.

At six in the afternoon, the loss of the ship began to appear inevitable; other leaks were discovered, and the consequence of what she had suffered on the rocks seemed to threaten inevitable destruction. The captain and officers nevertheless preserved the utmost intrepidity, and coolly issued their orders, wherever necessity required; their conduct preserved subordination, and they animated the men to exertion by their own example. As night advanced the situation of all on board became the more terrible, Miss Evans, Miss Jackson, and several other passengers, earnestly entreated to be sent on shore, which was

then considered impossible. However, several small sloops approached, one of which sent a small skiff to the Abergavenny, and these two ladies and three other passengers embarked It is here to be observed, that in some accounts of this catastrophe, it is said that the skiff carried them on board the sloop to which it belonged; in others that the ship's company being almost totally exhausted, and scarce able to keep the vessel afloat, new signal guns were fired, in hopes of obtaining boats from the shore and saving as many of the people as possible: that the purser, with the third officer, Mr Wordsworth, nephew to the captain, and six seamen, were sent on shore in one of the ship's boats, to communicate the distressed state of the ship to the inhabitants of the coast, and endeavour to obtain assistance; that a pilot boat then came off, in which Mr Evans, and his daughter, Miss Jackson, Mr Routledge, Mr Taylor, a cadet, embarked for the shore amidst a dreadful sea, which threatened them with instant destruction. Mrs Blair, a lady passenger, going to settle the affairs of her deceased husband in India, remained on board in spite of all entreaties; but many more would have embarked had they not dreaded to encounter a tempestuous sea in so dark a night. Nevertheless those who ventured reached the shore in safety.

Several boats were now heard at a short distance from the ship about nine o'clock, but they rendered no assistance; whether they were engaged in plunder, or in saving some unfortunate persons who hazarded themselves on pieces of wreck to gain the land, was never ascertained. It has been said, that they were deterred, by what they heard on board, from approaching; for when the officers

and others endeavoured to cheer the people with a song, they thought it the cries of desperation, and that it would involve themselves in danger.

The people still continued pumping and baling without intermission; the whole cadets, though but of tender age, struggled with the rest, and laboured until they yielded under their protracted exertions. A midshipman was appointed to guard the spirit-room, to repress that unhappy desire of a devoted crew to die in a state of intoxication. The sailors, though, in other respects, orderly in conduct, here pressed eagerly upon him. "Give us some grog," they exclaimed, "it will be all one an hour hence." "I know we must die," replied the gallant officer, coolly, "but let us die like men;" armed with a brace of pistols, he kept his post even while the ship was sinking.

At length the carpenter came up from below, and told the crew, who were working at the pumps, that he could do no more for them, and that the ship must go down. Some gave themselves up to despair, others employed their few remaining moments in recommending themselves to heaven; and some seeking the means of safety, committed themselves on pieces of wreck to the waves.

Mr Bagot, the chief mate, went to the captain, saying, "we have done all we can, Sir, the ship will sink in a moment;" to which the captain replied, "it cannot be helped, God's will be done." The ship was now nearly full of water, and gradually sunk under the waves. The cries of the distressed while sinking were awful; they could be heard at a great distance from the scene of their misfortunes; all were running about the deck in the utmost consternation, so long as it kept above water; and at eleven o'clock, when the ship went down, many

hastened up the shrouds and masts. At that moment, Captain Wordsworth was seen clinging to the ropes; the fourth mate used every persuasion to induce him to endeavour to save his life; but he seemed indifferent about existence, and, at the age of thirty-two, was buried in a watery grave.

But the hull of the vessel struck the ground, while part of the masts and rigging remained above the water. On the last cast of the lead, eleven fathoms had been found; and about one hundred and eighty souls had sought an asylum in the tops and rigging. Their situation was dreadful; exposed in a cold, dark, frosty night, with the sea incessantly breaking over them. In their struggles to attain places of security, shocking scenes ensued. One of the crew having gained a considerable height, endeavoured to reach still higher; but his exertions were frustrated by some messmate, in a perilous condition, seizing fast hold of his leg—all remonstrance was vain; and the impulse of self-preservation prevailed so far over the dictates of humanity, that the seaman drawing his clasp-knife, deliberately cut the miserable wretch's fingers asunder; he was precipitated downwards, and killed in the fall. Many people besides perished in the shrouds. A serjeant having secured his wife there, she quitted her hold, and melancholy to relate, in her last struggles for life, bit a large piece from her husband's arm, which remained dreadfully lacerated.

In about half an hour after the Abergavenny went down, the spirits of the survivors were revived by the sound of vessels beating on the waves at a distance; and an attempt was made to hail a sloop-rigged vessel, with two boats astern, which

proved fruitless. Perhaps those on board did not hear their voices, as no attention was paid to them, and the sound died away on the waves. Their numbers had considerably decreased at twelve o'clock. Some had been swept off the wreck by the swell, others were incapacitated by cold and fatigue from retaining their hold; and every instant the survivors were surrounded by the floating bodies of their friends.

Several boats were again heard paddling about the wreck; but the people in them, though hailed by those still clinging to the masts and yards, could not be induced to carry them on shore. For this conduct, apparently so inhuman, and which surely can admit of no palliation, it was affirmed, that the people were apprehensive, that all on board, eager to save themselves, would have leapt into the boats and sunk them.

At length two sloops, which had been attracted by the signal guns, came to anchor close by the wreck, and by means of their boats, took all the survivors from the shrouds, by twenty at a time, and in the morning conveyed them safely to Weymouth. Then, so far were the people from crowding into the boats, that they got off the shrouds, one by one, and as called on by the officers who were with them. When all were supposed to be embarked, and the boats about to depart for the last time, a person was observed high in the shrouds. Being called, he made no answer; on which Mr Henry Mortimer, the sixth mate, hastened up the mast, and found him in a state of insensibility from the rigour of the weather. His wife and child had already perished, but Mr Mortimer brought him down on his back, and placed him in the boat. He proved to be Serjeant Heart, of the 22d regi-

ment of foot; and when carried on shore, medical means were adopted to restore him; they partly succeeded, but he died in the course of the day.

Several persons had a miraculous escape. William White, a midshipman and coxswain, feeling the ship go down, leapt overboard, though he could not swim, and trusted to save himself by exertion; he got on a hen-coop along with two others. After drifting some distance from the ship, it overset, and his companions were swallowed up, while he in vain attempted to regain his seat on the hen-coop; in striving to do so he caught a piece of wreck, of which an unfortunate person had just lost hold and was drowned, and by means of it reached the mizen-rigging, from which he crawled into the mizen-top. Twenty persons crowded into a boat, which, before advancing many yards, overset, and only one of the number, Mr Thwaites, a cadet, escaped by clinging to it. He was rescued from his perilous condition when almost sinking from fatigue and apprehension. Nor was the captain's joiner less fortunate; the same sea which washed Captain Wordsworth over, carried him away also, along with the launch, which was full of sheep and a cow. On swimming about a short time he observed it, and having got into it amongst these animals, he was saved.

When the awful declaration was heard, that "The ship must go down," Mr Gramshaw, one of the cadets on board, and two more, went into the cabin, where they stood some time looking at each other, without uttering a word. At length one of them said, "Let us return to the deck," and two of them did so, but Mr Gramshaw remained behind. He then opened his writing-desk, and,

having taken out his commission, his introductory letters, and some money, he went upon deck, but saw neither of his companions. Then, bending his eyes forward, he observed the ship going down head foremost, and the sea rolling in an immense column along the deck. When endeavouring to ascend the steps leading to the poop, he was launched among the waves, encumbered by boots and a great-coat, and unable to swim. Afterwards finding himself on the opposite side, he conceived, that when the stern of the ship sunk, he must have been drawn down by the vortex occasioned by her sinking. Whilst struggling to keep himself afloat, he seized on something which frequently struck against the back of his hand, and found it to be a rope hanging from the mizen-shrouds. Amidst his exertions to ascend several feet by it, he slipped into the sea, where he resigned himself to that destruction which appeared inevitable. But, by a sudden lurch from the ship, he was thrown into the mizen-shrouds, where he fixed himself as well as circumstances would admit. Mr Gilpin, the fourth mate, with about twenty others, had gained the mizen-top, from whence, impelled by the dictates of humanity to administer relief to others, he descended the shrouds. Mr Gramshaw, shivering and benumbed by cold, was assisted by him to the mizen-top, where he and the rest remained until seven in the morning, Mr Gilpin continually cheering them, and advising them to keep up their spirits.

Captain Forbes of the king's service, and three privates, died on coming ashore, from being crowded into the hold of a very small fishing vessel, owing to the danger of upsetting her had too many persons remained on deck. One of the crew also,

a Portuguese, who had got ashore, being extremely ill from fatigue, desired the person who attended him, eight or ten days afterwards, to purchase a wax candle, at the same time producing the last shilling he possessed. He requested that it should be lighted and placed by his bed-side, saying he should expire before it burnt out, and from that moment he obstinately persisted in refusing all sustenance, and died a few hours afterwards.

The body of Captain Wordsworth was not found until the 20th of March, when it was washed ashore at Weymouth, and sent to Wyke for interment. Nine bodies also floated ashore next day.

When the Abergavenny sailed from Portsmouth there were on board,

Ship's company, - - -	160
Troops, - - - - -	159
Passengers at the captain's table, -	40
Passengers at the third mate's table, -	11
Chinese, - - - - - -	32
	402

The ship lay with 27 feet of water over her upper-deck, and heeling only a little to one side. Sanguine hopes were long entertained of being able to weigh her, and much of the valuable property that went down was recovered.

WRECK OF THE BETSEY SCHOONER,

ON A REEF OF ROCKS, 21ST NOVEMBER 1805.



The Betsey, a small schooner of about 75 tons burden, sailed from Macao in China, for New South Wales, on the 10th of November 1805. Her complement consisted of William Brooks, commander, Edward Luttrell, mate, one Portuguese seacunny, three Manilla, and four Chinese Lascars. No incident worthy of commemoration happened from the 10th to the 20th of November. Next day, when the vessel was going at the rate of seven knots and a half an hour, she struck on a reef of rocks at half past two in the morning, while in north latitude 9° 48', and 114° 14 east longitude. The boat was instantly lowered down, and a small anchor sent astern, but on heaving, the cable parted, and both were lost. The people next endeavoured to construct a raft of the water casks, but the swell proved so great that they found it impossible to accomplish their purpose. At day-break they found that the vessel had forged four or five miles on the reef, which they now discovered to extend nine or ten miles to the south, and four or five east and west; and there were only two feet water where she lay. During three days and nights, the utmost exertions

were made to get her off without avail, and the crew had then become so weakened that they could scarce be persuaded to construct a raft.

The vessel now had bulged on the starboard side. But a raft being made on the 24th, the people left her with the jolly-boat in company, and steered for Balambangan. Captain Brooks, the mate, the gunner, and two seacunnies were in the latter, where their whole provision consisted of only a small bag of biscuit; and on the raft were the Portuguese, four Chinese, and three Malays, but much better provided.

The boat and the raft parted company on the same day, as a brisk gale arose from the westward, and the raft was never heard of more; but it was conjectured to have probably drifted on the island of Borneo, which then bore south-east. The gale continued from the north-west until the 28th of the month, accompanied by a mountainous sea, and then ceased. By this time the fresh water taken into the boat was completely expended, and all the biscuit that remained was wet with salt water.

On the 29th, at day-break, land came in view, which was supposed to be Balabac; the people were now nearly exhausted by rowing under a burning sun, and while a perfect calm prevailed; and they were besides reduced to such extremity as to drink their own urine. It blew so hard in the night that they were obliged to bear up for Bangay, the north-west point of which they discovered next morning at day break. Going ashore they instantly made a search for fresh water, which they soon found, and, considering what they had suffered from thirst, it is no wonder that they drank to excess. While rambling into the woods in quest of fruit, two Malays met them, to whom they

made signs that they wanted food; and these being understood, the Malays went away, and in the afternoon returned with two coco-nuts and a few sweet potatoes, which they gave in exchange for a silver-spoon.

Night approaching, the people returned to their boat. Next morning five Malays made their appearance, bringing some Indian corn and potatoes, which were exchanged for spoons as before. These people pointed to Balambangan, and endeavoured to make the party comprehend that some time ago the English had abandoned the settlement. A new supply of provision was promised next morning; therefore the party retired with their little stock, and attended at the appointed time to receive more. Eleven Malays then appeared on the beach; but after a little conversation on landing, one of them threw a spear at Captain Brooks, which penetrated his belly, another made a cut at Mr Luttrel, who parried it off with a cutlass, and ran to the boat. Captain Brooks withdrew the spear from his body, and also ran a short distance, but the inhuman assassins followed him and cut off both his legs. The gunner also was severely wounded, and reached the boat covered with blood, while the party at the same time, saw the Malays stripping the dead body of Captain Brookes; and about fifteen minutes afterwards the gunner expired.

The survivors immediately made sail, and then examined into the state of their provisions, which they found consisted of ten cobs of Indian corn, three pumpkins, and two bottles of water. Trusting to the mercy of Providence, they with this determined on shaping their course for the straits of Malacca.

No particular occurrence happened in the course of the voyage from the fourth to the fourteenth of December; frequent showers had fortunately supplied them with fresh water, but they were nearly exhausted by constant watching and hunger.

On the 15th they fell in with a groupe of islands, in 3° of north latitude, and about 100° degrees of east longitude, and approached the shore. But being descried by two Malay prows, they were immediately attacked, and one of the seacunnies was run through with a spear and died instantly, while the other was also wounded. Mr Luttrel, the mate, had a very narrow escape from a spear piercing through his hat. The party being thus overpowered, the Malays took possession of their boat and immediately seized on all their property, a sextant, their log-book, some plate, and clothes. They were themselves kept in a prow, without any covering, and exposed to the scorching heat of the sun, with an allowance of only a small quantity of sago during three days. After that time they were carried ashore to the house of a rajah, on an island called Sube, where they remained in a state of slavery, entirely naked, and subsisting on sago, until the 20th of April. The rajah sailed on that day in a prow for Rhio, taking Mr Luttrel and the two other survivors along with him, and arrived there nearly famished, after a tedious passage of twenty-five days.

Here their distresses were alleviated by Mr Kock of Malacca, who treated them in the kindest manner; and the ship Kandree, commanded by Captain Williamson, arriving next day, they obtained a passage in her for Malacca.

WRECK OF THE ÆNEAS TRANSPORT,

ON A ROCK NEAR THE COAST OF NEWFOUNDLAND. 23 OCTOBER 1805.

The Æneas transport sailed with 347 souls on board, including a party of men belonging to the 100th regiment of foot, as also some officers, together with several women and children. About four in the morning of the 23d of October 1805, the vessel struck violently on a rock, and received such damage that her total wreck soon became evident to all on board. For the first few minutes after this alarming occurrence, the women and children clung to their husbands and fathers; but in a short time, a prodigious wave swept not less than 250 of those miserable people into the ocean The rock whereon the vessel had struck, speedily forced its way through the decks, and then it appears, from her parting, thirty-five of the survivors were driven on a small island before eight in the morning, about a quarter of a mile distant, but when she had entirely gone to pieces.

The narrative of these events was collected from one of the survivors, a soldier of the 100th regiment, who could give no correct account of how he and the others got ashore, though he supposed

they were floated in by part of the wreck. He remembered to have observed one of the boys endeavouring to save Major Bertram, whose arm was broke by some timber, and he was on the point of sinking; he held him up as long as his strength permitted; but to save his own life, was forced to let go his hold, and the major perished.

The thirty-five men who gained the shore, consisted of part of the regiment, two of whom were officers, Lieutenant Dawson and Ensign Faulkner, and seven sailors. Immediately on landing, the wind unfortunately changed, so that not an article of any kind was saved from the wreck. Mr Faulkner was aware of the real situation they had reached, judging the main land, which they saw about a mile distant, to be Newfoundland, and that they were about 300 miles distant from the town of St John's.

After passing one night on this little island, they constructed a raft, by means of which, thirty of them arrived on the main-land. Previous to this, however, four survivors of the shipwreck had died, among whom was the poor fellow who had endeavoured to save Major Bertram. Another, who had both his legs broken, was missing, as he had crawled away from his comrades, that he might die in quiet. But eight days afterwards, he was found alive, though in a shocking state, as his feet were frozen off. Yet he survived all this, and reached Quebec at a future period. Most of the party set out, leaving three behind them, who were unable to walk from bruises, and directed their course towards the rising sun; but when the first day had elapsed, Lieutenant Dawson became incapable of keeping up with the remainder; and two soldiers staid to attend him. These three toil-

ed onwards, without any food, except the berries which they found; and Lieutenant Dawson was then unable to stand, unless supported. On reaching the banks of a river, one of the soldiers attempted to carry him across on his back; but having waded up to the neck, he was obliged to return, and lay him down on the banks. There Lieutenant Dawson entreated his faithful attendants to make the best of their way, and leave him to his fate; and at the same time, affectionately squeezing their hands, he entreated them to inform his father of his melancholy end. Here the soldier, who was one of them, and related these affecting incidents, burst into a flood of tears before he could proceed. "We staid with him," said he, "until we did not know whether he was alive or dead."

The two survivors continued wandering in a weak and feeble state for twelve days longer, making twenty-six in all from the period of their shipwreck, and subsisting on what they could find on a barren and inhospitable land. But after the first four or five days, they suffered no hunger, for, as they themselves said, their misfortunes were so great as to banish its influence, and to deprive them of the sense of feeling. The snow besides was so deep during the last two days, as to prevent them from getting the berries as usual.

At last they were found by a man belonging to a hunting party, who, little suspecting to see human beings in that desolate region, took them at a distance for deer, and had concealed himself behind a fallen tree, with his gun pointed towards one of them, when his dog, leaping towards them, began to bark, and shewed his error. When they related their shipwreck. and the sufferings they

had endured, tears stole down the cheeks of the huntsman, and, taking the mocasins from his feet, gave them to the poor miserable creatures. He invited them to his hunting cabin, saying it was only a mile off, though the real distance was at least twelve miles; but, by degrees he enticed them to proceed, and at length they gained it. On approaching the hut, four or five men came out with long bloody knives in their hands, when the narrator, turning to his comrade, exclaimed, "After all we have escaped, are we brought here to be butchered and ate up?" But they soon discovered their mistake, for the men had been cutting up some deer, the fruit of their chase; and the appearance of the unfortunate soldiers quickly exciting sentiments of pity in their breast, they produced a bottle of rum, wherewith they were refreshed.

Every possible comfort was ministered by the hunters to the unfortunate wanderers, and, from the accounts and description given to them, they set out in quest of the others. They luckily succeeded in finding the man who remained the first day on the island, and also the other two who were unable to leave the shore.

The two men who had accompanied Lieutenant Dawson, appeared to have made but little progress during twenty-six days of travelling, for they were discovered in a place not very remote from whence they set out. Thus, involved among the woods, they must have returned over the same ground that they had passed.

Those whom the huntsman first met endeavoured to make them understand where they might find the remains of Lieutenant Dawson, and Ensign Faulkner and his party, but they could speak

too vaguely of where they had themselves been, to give any pointed directions on the subject. But two of the latter were found by a man on another hunting excursion, about 90 miles distant, apparently lifeless; though on being carried to an adjacent settlement they recovered. Of the whole 35 who survived the wreck of the transport, accounts could be heard only of these five.

Ensign Faulkner was a strong, active, enterprising man, and fully capable of adopting whatever means could be devised for preservation. Both he and Lieutenant Dawson, who was scarce more than 17 years of age, were of the greatest promise. While the transport lay about three miles from Portsmouth, they are said to have swam to the ship, when the former climbed up her side, but the latter was nearly exhausted.

A brig from Port, which touched at Newfoundland, carried five of the survivors from thence to Quebec; and when they arrived there in the barrack-square, a most affecting scene ensued. Men and women eagerly flocked round them, with anxious inquiries for some friend or brother who was on board the ill-fated vessel. But all they could answer was, "If you do not see him here, be assured he has perished; for, of 347 souls, we five Irish lads and two sailors are all that remain alive." The tears and exclamations following these words can scarce be described.

WRECK OF THE SHIP SIDNEY,

ON A REEF IN THE SOUTH SEA, 20TH MAY 1806. BY CAPTAIN A. FORREST.

"THE Sidney left Port Jackson, on the coast of New Holland, on the 12th of April 1806, bound to Bengal. Intending to proceed through Dampier's Straits, her course was directed as nearly as possible in the tract of Captain Hogan of the Cornwallis, which, as laid down in the charts, appeared a safe and easy passage. But, on the 20th of May, at one A. M. we ran upon a most dangerous rock, or shoal, in 3° 20′ south latitude, and 146° 50′ east longitude, and as this reef is not noticed in any map or chart, it appears that we were its unfortunate discoverers.

On Sunday 25 fathoms of water were found over the taffrail, and six fathoms over the larboard-gangway; only nine feet on the starboard side, and 12 feet over the bows. One of the boats was immediately got out, with a bower-anchor; but on sounding, at the distance of ten fathoms from the ship, no ground could be found with sixty fathoms of line.

When she struck it must have been high-water, for at that time there was no appearance of any reef or breaker; but as the water subsided, the

shoal began to shew itself, with a number of small black rocks. The ship had been striking very hard, and began to yield forward. At three A. M. there were six feet water in the hold, and increasing rapidly; at five o'clock the vessel was setting aft, and her top sides parting from the floor-heads.

Upon consultation with my officers, it was our unanimous opinion, that the ship was irrecoverably gone, and that no exertions could avail for her safety. We therefore employed all hands in getting the boats ready to receive the crew, who were 108 in number. Eight bags of rice, six casks of water, and a small quantity of salted beef and pork, were put into the long-boat as provisions for the whole: the number of the people prevented us from taking a large stock, as the three boats were barely sufficient to receive us all with safety.

We remained with the Sidney until five P. M. on the twenty-first of May, when there were three feet of water on the orlop deck; therefore we now thought it full time to leave the ship to her fate, and to seek our safety in the boats. Accordingly, I embarked in the long-boat with Mr Trounce, second officer, and 74 Lascars; Mr Robson and Mr Halkart, second and third officers, with 16 Lascars, were in the cutter, and the jolly-boat was alotted to 15 Dutch Malays, and one Seapoy.

Being desirous to ascertain the position of the reef, which could be done by making the Admiralty Islands, our course was shaped thither, steering north by east, and half east. During the night, it blew fresh, and the long boat having made much water, we were obliged to lighten her, by throwing a great deal of lumber, and two casks of water, overboard. The three boats kept close in company, the long-boat having the jolly-boat in tow.

Finding at day-light that the cutter sailed considerably better, I directed Mr Robson that the jolly-boat might be taken in tow by her. But the wind increasing as the morning advanced, and a heavy swell rising, the jolly-boat, while in tow by the cutter, sunk at ten o'clock, and all on board, to the number of sixteen unfortunately perished. It was lamentable to witness the fate of those unhappy men, and the more so, as it was not in our power to render them the smallest assistance.

The Admiralty Islands were seen at noon of the twenty-second, bearing N. N. E. three or four leagues distant, and as we had run about fifty-eight miles in the boats, upon a N. by E. half E. course, the situation of the shoal where the Sidney struck was accurately ascertained, and will be found as above laid down.

From the Admiralty Islands, we continued standing to the westward, and, on the twenty-fifth, made a small island, on which, from its appearance, I was induced to land in quest of a supply of water. Therefore Mr Robson, myself, and twenty of our best hands, armed with heavy clubs, brought from New Caledonia, (our fire-arms being rendered useless from exposure to the rain) landed through a high surf, to the utmost astonishment of the inhabitants. As far as might be judged, they had certainly never before seen people of our complexion. The men were tall and well made, wearing their hair plaited and raised above the head; they had no resemblance to Malays or Caffres; and excepting their colour, which was of a light copper, they had the form and features of Europeans. They were entirely naked. We also saw a number of women, who were well formed, and had mild and pleasing features.

We were received on the beach by about twenty or thirty natives, who immediately supplied each of us with a cocoa nut. We succeeded in making them understand that we wanted water, on which they made signs for us to accompany them towards the interior of the island; on our compliance, after walking above a mile, they conducted us into a thick jungle, and, as their number was quickly increasing, I judged it imprudent to proceed further. Thus returning to the beach, I was alarmed to find that 150, or more, of the natives had assembled, armed with spears eight or ten feet long. One of them, an old man of venerable appearance, and who seemed to be their chief, approached, and threw his spear at my feet, expressive, as I understood, of his wish that we should part with our clubs in like manner. Perceiving at this time that a crowd of women had got hold of the sternfast of the cutter, and were endeavouring to haul her on shore from the grapnel, we hastily tried to gain the boat. The natives followed us closely; some of them pointed their spears at us as we retreated, and some were thrown, though happily without effect; and to us they seemed to be very inexpert in the management of their weapons. On my getting into the water, three or four of the natives followed me, threatning to throw their spears, and when I was within reach of the boat, one of them made a thrust, which was prevented from taking effect by Mr Robson, who warded off the weapon. When we had got into the boat, and were putting off, they threw, at least, 200 spears, none of which struck, excepting one, which gave a severe wound to my cook, entering immediately above the jaw, and passing through his mouth.

Having escaped this perilous adventure we pursued our course, and got as far as Dampier's straits, in as favourable circumstances as our situation could well admit. But the Lascars, now being within reach of land, became impatient to be put on shore. It was in vain that I exhorted them to persevere; they would not listen to arguments, and expressed their wish rather to meet with immediate death on shore, than to be starved to death in the boats. Yielding to their importunity, I at length determined to land them on the north-west extremity of the island of Ceram, from whence they might travel to Amboyna in two or three days. Being off that part of the island on the ninth of June, Mr Robson volunteered to land a portion of the people in the cutter, to return to the long-boat, and the cutter to be then given up to such farther portion of the crew as chose to join the party first landed. Accordingly he went ashore with the cutter, but to my great mortification, after waiting two days, there was no appearance of his return or of the cutter.

We concluded that the people had been detained either by the Dutch or the natives. Yet as the remaining part of the Lascars were desirous to be landed, we stood in with the long-boat, and put them on shore near the point where we supposed the cutter to have landed her people.

Our number in the long-boat was now reduced to seventeen, consisting of myself, Mr Trounce, Mr Halkart, fourteen Lascars, and others. Our stock of provisions was two ba..s of rice, and one gang cask of water, with which we conceived we might hold out until reaching Bencoolen, whither we determined to make the best of our way. The allowance to each man we fixed at one tea-cupful

of rice, and a pint of water daily, but we soon found it necessary to make a considerable reduction.

Proceeding through the straits of Bantam, we met in our course several Malay prows, none of which took notice of us, excepting one, which give chace for a day, and would have come up with us had we not got off under cover of a very dark night. Continuing onwards, we passed through the strait of Saypay where we caught a large shark. Our spirits were much elated by this valuable prize, which we lost no time in getting on board; and having kindled a fire in the bottom of the boat, it was roasted with all expedition. Such was the keenness of our appetite, that although the shark must have weighed 150 or 160 pounds, not a vestige of it remained at the close of day. But we suffered most severely for this indulgence; all were afflicted on the following day with the most violent complaint of the stomach and bowels, which reduced us exceedingly, and left us languid and spiritless, insomuch that we now seriously despaired of safety.

On the second of July I lost an old and faithful servant, who died from want of sustenance; and on the fourth we made Java head; at the same time catching two large boobies, which afforded all hands a most precious and refreshing meal. At midnight of the ninth, we came to, off Pulo Penang, on the west coast of Sumatra; but at daylight, when endeavouring to weigh our anchor and run close in shore, we were so much exhausted that our united strength proved insufficient to get it up.

On a signal of distress being made, a sanpan with two Malays came off, and as I was the only

person in the long-boat who had sufficient strength to move, I accompanied them on shore. However, I found myself so weak on landing that I fell to the ground, and it was necessary to carry me to a house adjacent. Such refreshments as could be procured were immediately sent off to the long-boat, and we recruited so quickly, that in two days we found ourselves in a condition to proceed on the voyage. Having weighed anchor on the 12th of July, we set sail, and on the 19th arrived off that island at Bencoolen.

Here I met with an old friend, Captain Chauvet of the Perseverance, whose kindness and humanity I shall ever remember and gratefully acknowledge. On the day subsequent to my arrival, I waited on Mr Parr the resident, from whom I received every attention.

Leaving Bencoolen on the 17th of August, in the Perseverance, I arrived at Penang on the 27th, where I was agreeably surprized to meet my late chief mate Mr Robson, who, along with the Lascars, had landed at Ceram. They reached Amboyna in safety, where they were received by the Dutch governor, Mr Cranstoun, with a humanity and benevolence that reflect honour on his character. He supplied them with whatever their wants required. Mr Robson was accommodated at his own table, and, on leaving Amboyna, he furnished him with money for himself and his people, for the amount of which he refused to take any receipt or acknowledgement. He also gave Mr Robson letters to the governor-general of Batavia, recommending him to his kind offices. Such honourable conduct from the governor of a foreign country, and with which we are at war, cannot be too widely promulgated. From Amboyna, Mr Robson embark-

ed in the Pallas, a Dutch frigate, for Batavia, which on the passage thither was captured by his Majesty's ships Greyhound and Harrier, and brought to Prince of Wales's island.

From Penang I sailed to Bengal with the Varuna, Captain Denison, and arrived safely in Calcutta, in the beginning of May 1806."

WRECK

OF THE NAUTILUS SLOOP OF WAR, ON A ROCK IN THE ARCHIPELAGO, 5TH JANUARY 1807.

A MISUNDERSTANDING having originated between the Court of Great Britain, and the Ottoman Porte, a powerful squadron was ordered to proceed to Constantinople, for the purpose of enforcing compliance with rational propositions. The object, however, proved abortive; and the expedition terminated in a way which did not enhance the repute of these islands in the eyes of the Turks.

Sir Thomas Louis, commander of the squadron sent to the Dardanelles, having charged Captain Palmer with dispatches of the utmost importance for England, the Nautilus got under weigh at daylight on the third of January 1807. A fresh breeze from N. E. carried her rapidly out of the Hellespont, passing the celebrated castles in the Dardanelles, which so severely galled the British. Soon afterwards she passed the island of Tenedos, off the north end of which two vessels of war were seen at anchor; they hoisted Turkish colours, and in return the Nautilus showed those of Britain. In the course of this day, many of the other islands

abounding in the Greek Archipelago came in sight, and in the evening the ship approached the island of Negropont, lying in 38° 30′ north latitude, and 24° 8′ east longitude; but now the navigation became more intricate, from the increasing number of islands, and from the narrow entrance between Negropont and the island of Andros.

The wind still continued to blow fresh, and as night was approaching, with the appearance of being dark and squally, the pilot, who was a Greek, wished to lie to until morning, which was done accordingly; and at day-light the vessel again proceeded. Her course was shaped for the island of Falconera, in a track which has been so elegantly described by Falconer, in a poem as far surpassing the uncouth productions of modern times, as the Ionian temples surpassed those flimsy structures contributing to render the fame of the originals eternal. This island, and that of Anti Milo, were made in the evening, the latter distant fourteen or sixteen miles from the more extensive island of Milo, which could not then be seen, from the thickness and haziness of the weather.

The pilot never having been beyond the present position of the Nautilus, and declaring his ignorance of the further bearings, now relinquished his charge, which was resumed by the captain. All possible attention was paid to the navigation; and Captain Palmer, after seeing Falconera so plainly, and anxious to fulfil his mission with the greatest expedition, resolved to stand on during the night. He was confident of clearing the Archipelago by morning, and himself pricked the course from the chart which was to be steered by the vessel.

This he pointed out to his coxswain, George Smith, of whose ability he entertained a high opinion. Then he ordered his bed to be prepared, not having had his clothes off for the three preceding nights, and having scarce had any sleep from the time of leaving the Dardanelles.

A night of extreme darkness followed, with vivid lightning constantly flashing in the horizon; but this circumstance served to inspire the captain with a greater degree of confidence; for being enabled by it to see so much farther at intervals, he thought, that should the ship approach any land, the danger would be discovered in sufficient time to be avoided.

The wind continued still increasing; and though the ship carried but little sail, she went at the rate of nine miles an hour, being assisted by a lofty following sea, which, with the brightness of the lightning, made the night particularly awful. At half-past two in the morning, high land was distinguished, which, those who saw it supposed to be the island of Cerigotto, and thence thought all safe, and that every danger had been left behind. The ship's course was altered to pass the island, and she continued on her course until half-past four, at the changing of the watch, when the man on the look-out exclaimed, *Breakers ahead!* and immediately the vessel struck with a most tremendous crash. Such was the violence of the shock, that people were thrown from their beds, and, on coming upon deck, were obliged to cling to the cordage. All was now confusion and alarm; the crew hurried on deck, which they had scarce time to do when the ladders below gave way, and indeed left many persons struggling in the water, which already rushed into the under part of the

ship. The captain, it appeared, had not gone to bed, and immediately came on deck when the Nautilus struck; there having examined her situation, he immediately went round, accompanied by his second lieutenant, Mr Nesbit, and endeavoured to quiet the apprehensions of the people. He then returned to his cabin, and burnt his papers and private signals. Meantime, every sea lifted up the ship, and then dashed her with irresistible force on the rocks; and in a short time, the crew were obliged to resort to the rigging, where they remained an hour, exposed to the surges incessantly breaking over them. There they broke out into the most lamentable exclamations, for their parents, children, and kindred, and the distresses they themselves now endured. The weather was so dark and hazy, that the rocks could be seen only at a very small distance, and in two minutes afterwards the ship had struck.

At this time the lightning had ceased, but the darkness of the night was such, that the people could not see the length of the ship from them; their only hope rested in the falling of the main-mast, which they trusted would reach a small rock, which was discovered very near them. Accordingly, about half an hour before day-break, the main-mast gave way, providentially falling towards the rock, and by means of it they were enabled to gain the land.

"The struggles and confusion to which this incident gave birth, can better be conceived than described; some of the crew were drowned, one man had his arm broke, and many were cruelly lacerated; but Captain Palmer refused to quit his station, while any individual remained on board; and not until the whole of his people had gained the

rock did he endeavour to save himself. At that time, in consequence of remaining by the wreck, he had received considerable personal injury, and must infallibly have perished, had not some of the seamen ventured through a tremendous sea to his assistance. The boats were staved in pieces; several of the people endeavoured to haul in the jolly-boat, which they were incapable of accomplishing.

The hull of the vessel being interposed, sheltered the shipwrecked crew a long time from the beating of the surf; but as she broke up, their situation became more perilous every moment, and they soon found that they should be obliged to abandon the small portion of rock, which they had reached, and wade to another apparently somewhat larger. The first lieutenant, by watching the breaking of the seas, had got safely thither, and it was resolved by the rest to follow his example. Scarce was this resolution formed, and attempted to be put in execution, when the people encountered an immense quantity of loose spars, which were immediately washed into the channel which they had to pass; but necessity would admit of no alternative. Many in crossing between the two rocks were severely wounded; and they suffered more in this undertaking, than in gaining the first rock from the ship. The loss of their shoes was now felt in particular, for the sharp rocks tore their feet in a dreadful manner, and the legs of some were covered with blood.

Day-light beginning to appear, disclosed the horrors by which those unfortunate men were surrounded. The sea was covered with the wreck of their ill fated ship, many of their unhappy comrades were seen floating away on spars and tim-

bers; and the dead and dying were mingled toge- without a possibility of the survivors affording assistance to any that might still be rescued. Two short hours had been productive of all this misery, the ship destroyed, and her crew reduced to a situation of despair. Their wild and affrighted looks indicated the sensations by which they were agitated; but on being recalled to a sense of their real condition, they saw that they had nothing left but resignation to the will of heaven.

The shipwrecked mariners now discovered that they were cast away on a coral rock almost level with the water, about three or four hundred yards long, and two hundred broad. They were at least twelve miles from the nearest islands, which were afterwards found to be those of Cerigotto and Pera, on the north end of Candia, about thirty miles distant.* At this time, it was reported, that a small boat, with several men, had escaped; and although the fact was true, the uncertainty of her fate induced those on the rock to confide in being relieved by any vessel accidentally passing in sight of a signal of distress they had hoisted on a long pole; the neighbouring islands being too distant.

The weather had been extremely cold, and the day preceding the shipwreck ice had lain on the deck; now, to resist its inclemency, a fire was made, by means of a knife and a flint preserved in the pocket of one of the sailors; and with much difficulty, some damp powder, from a small barrel washed ashore, was kindled. A kind of tent was next made, with pieces of old canvas, boards, and,

* It does not appear that this calculation is quite correct.

such things as could be got about the wreck, and the people were thus enabled to dry the few clothes they had saved. But they passed a long and comfortless night, though partly consoled with the hope of their fire being descried in the dark, and taken for a signal of distress. Nor was this hope altogether disappointed.

When the ship first struck, a small whale-boat was hanging over the quarter, into which an officer, George Smith the coxswain, and nine men, immediately got, and, lowering themselves into the water, happily escaped. After rowing three or four leagues against a very high sea, and the wind blowing hard, they reached the small island of Pera. This proved to be scarce a mile in circuit, and containing nothing but a few sheep and goats, belonging to the inhabitants of Cerigo, who come in the summer months to carry away their young. They could find no fresh water, except a small residue from rain in the hole of a rock, and that was barely sufficient though most sparingly used. During the night, having observed the fire above mentioned, the party began to conjecture that some of their shipmates might have been saved, for until then they had deemed their desstruction inevitable. The coxswain, impressed with this opinion, proposed again hazarding themselves in the boat for their relief, and, although some feeble objections were offered against it, he continued resolute to his purpose, and persuaded four others to accompany him.

About nine in the morning of Tuesday, the second day of the shipwreck, the approach of the little whale-boat was descried by those on the rock; all uttered an exclamation of joy, and in return, the surprise of the coxswain and his crew

to find so many of their shipmates still surviving is not to be described. But the surf ran so high as to endanger the safety of the boat, and several of the people imprudently endeavoured to get into it. The coxswain tried to persuade Captain Palmer to come to him, but he steadily refused, saying, "No, Smith, save your unfortunate shipmates, never mind me." After some little consultation, he desired him to take the Greek pilot on board, and make the best of his way to Cerrigotto, where the pilot said there were some families of fishermen, who doubtless would relieve their necessities.

But it appeared as if Heaven had ordained the destruction of this unfortunate crew, for, soon after the boat departed, the wind began to increase, and dark clouds gathering around, excited among those remaining behind all their apprehensions for a frightful storm. In about two hours it commenced with the greatest fury: the waves rose considerably, and soon destroyed the fire. They nearly covered the rock, and compelled the men to fly to the highest part for refuge, which was the only one that could afford any shelter. There nearly ninety people passed a night of the greatest horrors; and the only means of preventing themselves from being swept away by the surf, which every moment broke over them, was by a small rope fastened round the summit of the rock, and with difficulty holding on by each other.

The fatigues which the people had previously undergone, added to what they now endured, proved too overpowering to many of their number; several became delirious; their strength was exhausted, and they could hold on no longer. Their afflictions were still further aggravated by an ap-

prehension that the wind, veering more to the north, would raise the sea to their present situation, in which case a single wave would have swept them all into oblivion.

The hardships which the crew had already suffered were sufficient to terminate existence, and many had met with deplorable accidents. One in particular, while crossing the channel between the rocks at an unsuitable time, was dashed against them so as to be nearly scalped, and exhibited a dreadful spectacle to his companions. He lingered out the night, and next morning expired. The more fortunate survivors were but ill-prepared to meet the terrible effects of famine; their strength enfeebled, their bodies unsheltered, and abandoned by hope. Nor were they less alarmed for the fate of their boat. The storm came on before she could have reached the intended island, and on her safety their own depended. But the scene which daylight presented was still more deplorable. The survivors beheld the corpses of their departed shipmates, and some still in the agonies of death. They were themselves altogether exhausted, from the sea all night breaking over them, and the inclemency of the weather, which was such, that many, among whom was the carpenter, perished from excessive cold

But this unfortunate crew had now to suffer a mortification, and to witness an instance of inhumanity, which leaves an eternal stain of infamy on those who merit the reproach. Soon after day broke, they observed a vessel with all sail set, coming down before the wind, steering directly for the rock. They made every possible signal of distress which their feeble condition admitted, nor without effect, for they were at last seen by the

vessel, which hove to and hoisted out her boat. The joy which this occasioned may be easily conceived, for nothing short of immediate relief was anticipated; and they hastily made preparation for rafts to carry them through the surf, confident that the boat was provided with whatever might administer to their necessities. Approaching still nearer, she came within pistol-shot, full of men dressed in the European fashion, who after having gazed at them a few minutes, the person who steered, waved his hat to them and then rowed off to his ship. The pain of the shipwrecked people at this barbarous proceeding was acute, and heightened even more by beholding the stranger vessel employed the whole day in taking up the floating remains of that less fortunate one which had so lately borne them.

Perhaps the abandoned wretches guilty of so unfeeling an act may one day be disclosed, and it would surely excite little compassion to learn that they suffered that retribution which such inhuman conduct merits. That people dressed in the habit of Englishmen, though belonging to a different nation, could take advantage of misery instead of relieving it, will scarce seem credible at the present day, were not some instances of a similar nature related elsewhere than in these volumes.

After this cruel disappointment, and bestowing an anathema which the barbarity of the strangers deserved, the thoughts of the people were, during the remainder of the day, directed towards the return of the boat; and being disappointed there also, their dread that she had been lost was only further confirmed. They began to yield to despondency, and had the gloomy prospect of certain death before them. Thirst then became intolerable;

and in spite of being warned against it by instances of the terrific effects ensuing, some in desperation resorted to salt water. Their companions had soon the grief of learning what they would experience by following their example; in a few hours raging madness followed, and nature could struggle no longer.

Another awful night was to be passed, yet the weather being considerably more moderate, the sufferers entertained hopes that it would be less disastrous than the one preceding; and to preserve themselves from the cold, they crowded close together and covered themselves with their few remaining rags. But the ravings of their comrades who had drank salt water were truly horrible; all endeavours to quiet them were ineffectual, and the power of sleep lost its influence. In the middle of the night they were unexpectedly hailed by the crew of the whale-boat; but the only object of the people on the rock was water; they cried out to their shipmates for it, though in vain. Earthen vessels only could have been procured, and these would not bear being conveyed through the surf. The coxswain then said they should be taken off the rock by a fishing vessel in the morning, and with this assurance they were forced to be content. It was some consolation to know that the boat was safe, and that relief had so far been obtained.

All the people anxiously expected morning, and, for the first time since being on the rock, the sun cheered them with his rays. Still the fourth morning came and no tidings either of the boat or vessel. The anxiety of the people increased, for inevitable death, from famine, was staring them in the face. What were they to do for self-preservation? The misery and hunger which they endur-

ed, were extreme; they were not ignorant of the means whereby other unfortunate mariners in the like situation had protracted life, yet they viewed them with disgust. Still, when they had no alternative, they considered their urgent necessities and found them affording some excuse. Offering prayers to Heaven for forgiveness of the sinful act, they selected a young man who had died the preceding night, and ventured to appease their hunger with human flesh.

Whether the people were relieved is uncertain, for towards evening death made hasty strides among them, and many brave men drooped under their hardships. Among these were the captain and first lieutenant, two meritorious officers; and the sullen silence now preserved by the survivors, shewed the state of their internal feelings. Captain Palmer was in the 26th year of his age; amidst his endeavours to comfort those under his command, his companions in misfortune, his personal injuries were borne with patience and resignation, and no murmurs escaped his lips; his virtuous life was prematurely closed by the overwhelming severities of the lamentable catastrophe he had shared.

During the course of another tedious night, many suggested the possibility of constructing a raft which might carry the survivors to Cerigotto; and the wind being favourable, might enable them to reach that island. At all events, attempting this seemed preferable to remaining on the rock to expire of hunger and thirst. Accordingly, at daylight they prepared to put their plan in execution. A number of the larger spars were lashed together, and sanguine hopes of success entertained. At length the moment of launching the raft arrived, but it was only to distress the people

with new disappointments, for a few moments sufficed for the destruction of a work on which the strongest of the party had been occupied hours. Several, from this unexpected failure, became still more desperate, and five resolved to trust themselves on a few small spars slightly lashed together, and on which they had scarce room to stand. Bidding their companions adieu, they launched out into the sea, where they were speedily carried away by unknown currents, and vanished for ever from sight.

Towards the same afternoon, the people were again rejoiced by the sight of the whale-boat; and the coxswain told them that he had experienced great difficulty in prevailing on the Greek fishermen of Cerigotto to venture in their boats, from dread of the weather. Neither would they permit him to take them unaccompanied by themselves; he regretted what his comrades had endured, and his grief at not being able yet to relieve them, but encouraged them with hopes, if the weather remained fine, that next day the boats might come. While the coxswain spoke this, twelve or fourteen men imprudently plunged from the rock into the sea, and very nearly reached the boat. Two indeed, got so far as to be taken in, one was drowned, and the rest providentially recovered their former station. Those who thus escaped could not but be envied by their companions, while they reproached the indiscretion of the others, who, had they reached the boat, would without all doubt have sunk her, and thus unwittingly consigned the whole to irremediable destruction.

The people were wholly occupied in reflections on the passing incidents; but their weakness in-

creased as the day elapsed; one of the survivors describes himself as feeling the approach of annihilation, that his sight failed, and his senses became confused; that his strength was exhausted, and his eyes turned towards the setting sun, under the conviction that he should never see it rise again. Yet on the morning he survived, and he was surprised that Providence willed it should still be so, as several strong men had fallen in the course of the night. While the remainder were contemplating their forlorn condition, and judging this the last day of their lives, the approach of the boats was unexpectedly announced. From the lowest ebb of despair, they were now elated with the most extravagant joy; and copious draughts of water, quickly landed, refreshed their languid bodies. Never before did they know the blessings which the simple possession of water could afford; it tasted more delicious than the finest wines.

Anxious preparations were made for immediate departure from a place, which had been fatal to so many unhappy sufferers. Of one hundred and twenty-two persons on board the Nautilus when she struck, fifty-eight had perished. Eighteen were drowned, it was supposed, at the moment of the catastrophe, and one in attempting to reach the boat, five were lost on the small raft, and thirty-four died of famine. About fifty now embarked in four fishing-vessels, and landed the same evening at the island of Cerigotto, making altogether sixty-four individuals, including those who escaped in the whale boat. Six days had been passed on the rock, nor had the people, during that time, received any assistance, excepting from the human flesh of which they had participated.

The survivors landed at a small creek in the

island of Cerigotto, after which they had to go to a considerable distance before reaching the dwellings of their friends. Their first care was to send for the master's mate, who had escaped to the island of Pori, and had been left behind when the whale boat came down to the rock. He and his companions had exhausted all the fresh water, but lived on the sheep and goats, which they caught among the rocks, and had drank their blood. There they had remained in a state of great uncertainty concerning the fate of those who had left them in the boat.

Though the Greeks could not aid the seamen in the cure of their wounds, they treated them with great care and hospitality ; but medical assistance being important, from the pain the sufferers endured, and having nothing to bind up their wounds but shirts which they tore into bandages, they were eager to reach Cerigo. The island of Cerigotto, where they had landed, was a dependency on the other, about fifteen miles long, ten broad, and of a barren and unproductive soil, with little cultivation. Twelve or fourteen families of Greek fishermen dwelt upon it, as the pilot had said, who were in a state of extreme poverty. Their houses, or rather huts, consisting of one or two rooms on the same floor, were, in general, built against the side of a rock ; the walls composed of clay and straw, and the roof supported by a tree in the centre of the dwelling. Their food was a coarse kind of bread, formed of boiled pease and flour, which was made into a kind of paste for the strangers, with once or twice a bit of kid ; and that was all which they could expect from their deliverers. But they made a liquor from corn, which having

an agreeable flavour, and being a strong spirit, was drank with avidity by the sailors.

Cerigo was about twenty-five miles distant, and there, it was also said, an English consul resided. Eleven days elapsed, however, before the crew could leave Cerigotto, from the difficulty of persuading the Greeks to adventure to sea, in their frail barks, during tempestuous weather. The wind at last proving fair, with a smooth sea, they bade a grateful adieu to the families of their deliverers, who were tenderly affected by their distresses, and shed tears of regret when they departed. In six or eight hours, they reached Cerigo, where they were received with open arms. Immediately on arrival, they were met by the English vice-consul, Signor Manuel Caluci, a native of the island, who devoted his house, bed, credit, and whole attention to their service; and the survivors unite in declaring their inability to express the obligations under which he laid them. The governor, commandant, bishop, and principal people, all shewed equal hospitality, care, and friendship, and exerted themselves to render the time agreeable; insomuch that it was with no little regret that these shipwrecked mariners thought of forsaking the island.

After the people had remained three weeks at Cerigo, they learnt that a Russian ship of war lay at anchor off the Morea, about twelve leagues distant, being driven in by bad weather, and immediately sent letters to her commanding-officer, narrating their misfortunes, and soliciting a passage to Corfu. The master of the Nautilus determining to make the most of the opportunity, took a boat to reach the Russian vessel; but he was at first so

unfortunate as to be blown on the rocks in a heavy gale of wind, where he nearly perished, and the boat was staved in pieces. However, he luckily got to the ship, and, after some difficulty, succeeded in procuring the desired passage for himself and his companions to Corfu. Her commander, to accommodate them, came down to Cerigo, and anchored at a small port called St Nicholas, at the eastern extremity of the island. The English embarked on the 5th, but, owing to contrary winds, did not sail until the 15th of February, when they bade farewell to their friends. They next touched at Zante, another small island, abounding in currants and olives, the oil from the latter of which constitutes the chief riches of the people. After remaining there four days, they sailed for Corfu, where they arrived on the second of March 1807, nearly two months after the date of their shipwreck.

A BRIEF SKETCH

OF SOME OF THE EXPEDIENTS WHICH HAVE BEEN RECOMMENDED OR ADOPTED FOR THE PRESERVATION OF MARINERS.

AFTER the melancholy recital in which we have been so long engaged, exhibiting, by too conclusive evidence, the perils attendant on the mariner, and the calamities inseparable from shipwreck, let us bestow a few words on the means of mitigating or averting disasters at sea.

Though man be a helpless and perishable creature when removed from the element appropriated for his existence, he is not altogether unprovided by nature with powers for contributing towards his own safety. Strong, nervous, and resolute, he may long contend with danger; and, notwithstanding the preponderance of untoward circumstances may often effect his destruction, he is placed in many situations where exertion may be successfully used for self-preservation.

It is deeply interesting to the cause of humanity, that every one exposed to hazard shall be aware how far he is from being destitute; and the slightest, or most cursory view of those productions of ingenuity, which have originated from the sense of danger, may lead to others of lasting benefit.

In the first place, every one liable to the casualties of the sea, ought to acquire the art of swimming. This is not of difficult attainment; and there are some of the more uncultivated tribes, where it is so unremittingly practised from infancy, that it would be thought strange if unknown to any individual. The human body is in itself somewhat lighter than the same bulk of water; therefore, if extended on the surface, while smooth, it will float without any exertion whatever. It thence appears, that, in favourable conditions, many accidents result from the perturbation naturally excited by so alarming a situation as immersion in the sea, whereby the sufferer no longer considers the truth, and perishes from neglecting to remain in a floating position. Yet it cannot be denied, that the inequality of the sea, and the stunning violence of the waves, may speedily render inaction unavailing, and he who has to combat them must struggle hard to preserve his life. Still we should remember, that it is not by swimming to a great distance that one is always to look for safety, for many have sunk from the hand stretched out for their relief, and many have been rescued by reaching the fragment of a wreck. If a boat oversets, the power of floating, for the shortest time, may be the means of preservation; and hence we see, among savage nations, to whom water is an element nearly as familiar as air, when this occurs, they swim about in the sea, remedying an accident which is almost invariably fatal to Europeans.

Certainly, if we consider the importance of swimming, it must appear extraordinary, that the acquisition of so useful an art is altogether overlooked and neglected; nay, that those who may most

frequently have occasion for its aid, are equally ignorant of it as those who are never exposed to hazard. Schools of *Natation* have recently been established in France, a measure which is well worthy of example, and which might contribute to the preservation of many invaluable lives. Uncommon power and dexterity, we know, are acquired by practice; setting aside doubtful relations, and abiding by those deserving all credit, it is completely authenticated, that men have swam miles at a time, that they have remained hours in the water, and that they have actually continued a wonderful interval below the surface, though deprived of the faculty of respiration.

But, independent of resorting to the natural powers of the body to be supported on the surface of the water, it is evident that a very slight buoyant auxiliary substance, will enable a person unacquainted with swimming to float. Thousands have been saved by the most inconsiderable assistance; and thence have resulted various expedients which, by ready application, may rescue persons accidentally immerged in the sea from impending destruction. All may be denominated *Life-Preservers*. We are intimately acquainted with the parts and structure of some, but with respect to others we are chiefly left to conjecture.

The most simple of the whole, a small square open wooden frame, is said to be peculiar to the Chinese, and so common that few vessels venture to sea without a competent number to provide against the casualties of shipwreck. The frame is formed of four pieces of bamboo with projecting ends, united together by cords or joinery into a hollow square, which is drawn up from the feet to below the arms. There it remains secure from its own buoyan-

cy pressing upwards, and it supports the head and shoulders above water. It is indubitable that so simple an expedient may be successfully used; being retained in its place, is an advantage of which those assisting themselves with an oar, are frequently deprived. But it is also to be observed, that the bamboo being particularly light and buoyant, a preserver made of other wood, such as fir, would necessarily be of larger size, which is arbitrary, and dependent on circumstances.

About sixty or seventy years ago, Dr Wilkinson invented the cork-jacket; yet at present, though affording the most obvious means of preservation, its use seems entirely obliterated. At the date of the invention, however, the case was very different, for notwithstanding the general inattention of mankind to such things, and the difficulty of getting rational expedients put in practice, the cork-jacket saved the lives of many shipwrecked mariners. Its structure is of great simplicity, consisting merely of a canvas jacket with a number of pieces of cork sewed within or fastened to it. The buoyancy of these supports the human body floating on the waves, while their thickness affords a defence against the rocks, whereon a turbulent sea may dash the sufferer.

Analogous to this, and evidently derived from it, are two expedients, one called the Marine Collar and Belt, and the other called the Marine-Spencer, which latter, from its simplicity and ready application, merits commendation. This is a girdle six inches broad, adapted to the body, and, when employed, is to be drawn up from the feet close under the arms, and fastened there by a strap over each shoulder. There is also a strap which proceeds from behind, and passing through between the legs is fastened to the girdle before to retain it

in its place. The girdle itself consists of about 500 old tavern corks strung on strong twine, and well secured together with cord. This assemblage of corks is next covered with canvas painted in oil colour, so as to be water-proof, and then a person equipped with the apparatus may safely trust himself to the sea, for he will float head and shoulders high.

A life-preserver, bearing an intimate relation to these, has been suggested by Mr Abraham Bosquet. This he proposes shall be a hollow-net, or canvas-girdle, occupying the space from the armpits to the loins, which is to be stuffed with cork-shavings, until equal to about the size of a bolster. The whole will then resemble a collar, which must necessarily be wide enough for the head and shoulders to pass through, and it is secured in a proper position by straps and buckles. A person, Mr Bosquet observes, will always be sustained by it high above the water in an erect posture, and be also effectually sheltered from buffetings on rocks, which so often prove fatal. Indeed too many examples of the truth of this remark have already appeared, where reaching the vicinity of land has not diminished the dangers of shipwreck. A woman, he affirms, encircled by such a girdle, may carry her child in her arms, and be borne in safety through a surf wherein no boat could live, and also be preserved amidst the roughest sea. He conceives that utility might result from a light paddle connected to the girdle by a line. As the apparatus is attended neither with expence nor inconvenience, Mr Bosquet recommends that every vessel should be provided with a number corresponding to her size and company.

A life-preserver denominated the *seaman's friend*, has lately been exhibited as being very simple and of indispensible use, and the approbation of Parliament was even claimed to corroborate its merits. The seaman's friend consists of two large pieces of cork, one fastened on the breast, and the other on the back; the size of the pieces being regulated by the weight or appearance of the person to be supported. From each of the two corners of the one a stout strap proceeds to two corners of the other; the straps crossing about the middle; and the opening receives the head of the wearer. There is also another strap proceeding from the lower edge of each piece, which passing through between the legs serves to retain the apparatus in its place. Each piece of cork is likewise provided with a strap or cord encircling it, which is employed to bind both close to the body. It is proposed that the corks shall be covered with baize, silk or flannel, according to the inclination of the wearer, or whether they are to be used in the sea or fresh water. When the apparatus, which, it will be evident, is merely two large flat pieces of cork connected by two cross straps of some length, is fitted, the front-piece is to be even with the arm-pits, and the back-piece of corresponding height. In exhibitions of the effect of this apparatus, those persons provided with it, demonstrated, as would necessarily be the case, that they retained the free use of their limbs in the water, and out of it they could go through active operations unincumbered. The simplicity of such a contrivance must be a powerful recommendation, and its effect can admit of no dispute; all that is required being a sufficient quantity of cork fixed to the upper part of the body. Indeed the natural buoyancy of cork gives

it a decided preference over every other substance, for it is a property inherent in itself, which circumstances cannot easily destroy.

Life-preservers, founded on the levity of air, compared with that of water, have appeared in different forms; indeed their relative weight is now so well ascertained, that it may be accurately calculated what quantity of confined air is required to keep a given body afloat on the sea. Less, it is affirmed, than an ordinary quart bottle contains, can support the human body with ease. The Arabs dwelling on the banks of the Tigris and Euphrates, both men and women, cross these rivers in perfect confidence, with the assistance of inflated goat-skins; and by the same means, the more daring venture to commit depredations on vessels at anchor. They sew the whole skin closely together except one leg, through which, as a tube, it is blown up; then twisting the channel, they hold it firm while engaged in their watery excursions. The inhabitants of Chili obtain still greater convenience by uniting two very large inflated seal-skins, of which all the apertures are carefully secured. A few spars are laid across, whereon one or more can rest in safety, while occupied in fishing or passing rivers.

Two blown bladders, covered with water-proof leather, and in that shape called *patent air-balls*, were not long ago offered to the public here as safe and manageable in case of shipwreck. When converted to use, one is secured under each arm by straps of sufficient strength to prevent its separation.

Sometime posterior to the invention of the cork-jacket, its properties were compared with those of the *air-jacket*, in a public exhibition which took

place at London Bridge in 1764. Two men and a woman, provided with the latter, entered the Thames when the tide was running with some force, and remained performing different manœuvres in the river, to the great entertainment of the spectators. One of the men carried a pistol in his cap which he fired, and also some provisions which he distributed around him, and the whole then passed through.

An apparatus, apparently of the same description, has been recently brought forward as an original invention, consisting of a girdle or jacket without arms, made of two separate folds of water-proof leather, which being blown up, constitutes the whole ready for use. But to understand the nature of this contrivance better, let a broad hollow leathern girdle be figured, which, encircling the body, is secured by a strap similar to those already mentioned, over each shoulder, and one passing between the thighs. A stop-cock is inserted into the upper part of the girdle, by blowing through which it is inflated as much as requisite, and then by turning the cock the escape of the air is prevented. In this manner it will support the weight of the wearer, being exactly a leathern bladder or bag of a certain length, bent into a circular form. An instance has been quoted where the apparatus was successfully used, and the deviser was rewarded by the Society for Encouragement of Arts with a gold medal. But it has justly been remarked, that "a hole no bigger than a pea would in less than a quarter of an hour carry the possessor to the bottom as effectually as a thirty pound shot fastened to his heels."

Some, in preference to leather, have employed metal in confining the air necessary for buoyancy in water; and several years ago a contrivance cal-

led a Collinette, from the name, it is said, of the inventor, was offered as a life-preserver. This consisted of a hollow copper tube fashioned like a crescent, so as to be adapted to the figure of the human body, to which it was secured by straps. But the tube was divided into several compartments of block-tin unconnected with and independent of each other, so that one might be damaged without injury to the rest. Provided with such an implement, a man little calculated for the experiment, plunged into the water in the presence of spectators, and floated in an erect posture while his hands and feet were perfectly at rest; the buoyancy was completely effected.

A modification of this apparatus probably appeared in some subsequent experiments, where a life-preserver consisting of eight divisions of strong sheet-copper connected together by straps, was used. These were hollow, closely soldered up and japanned, and formed on the same principle as the floating balls in cisterns. The apparatus was secured by straps round the body and over the shoulders in a manner similar to those belonging to other devices for the same purpose In an exhibition of its effect, six persons previously provided with the preserver, leaped out of their boats near Westminster-bridge, and floated with the head and upper part of the shoulders above water. No exertion was required to keep them up, and by a slight motion of their hands, they could make way to either shore.

In the vast and populous empire of China, the ordinary residence of a large portion of the community is on water, which is never left for a permanent abode on the land. But from the liability of children to accidents in falling overboard of their

vessels, each, at a certain age, is said to have a gourd fastened on its back, which will preserve it afloat.

In the year 1802, Professor Alstromer, a Swede, exhibited the effect of a life-preserver at Helsingoer, near Helsingburg, consisting of a girdle weighing only seven pounds, simple, strong, and light, but we are not more intimately acquainted with its construction. A person provided with it leaped into the sea, where he fired a pistol, ate, drank, and smoked a pipe, to shew that he had the perfect use of his arms, and he seems to have occupied an hour and three quarters in crossing the strait which divides the Swedish coast from Zealand.

About the same time, the Chevalier de Bilang contrived an apparatus, most probably for a similar object, which the King of Sweden rewarded with 2000 rix-dollars, and a patent for twenty-five years.

In summer 1810, M. Daumerc exhibited the effect of a life-preserver at Marseilles and Paris. Adapting it to his own person, he advanced a considerable way into the sea at Marseilles, where he remained several hours performing various evolutions without the slightest fatigue. The construction of this apparatus has not been explained, but the spectators of M. Daumerc's exhibition were greatly impressed with the opinion of its utility in cases of shipwreck.

From these brief observations it is evident that all life-preservers, strictly so denominated, are merely buoyant substances adapted in different forms to the human body, or air confined in materials impermeable by water. If intended for real utility they must be of simple structure, for ship-

wreck is not an occurrence where a complicated apparatus can be easily employed. No substances but those specifically lighter than water should, if possible, be adopted, and the use of metal under any form or condition, is always to be dreaded.

Mattrasses filled with cork-shavings have been recommended as a necessary precaution in cases of shipwreck, and also a canvas bag stuffed with the same materials. Mr Abraham Bosquet has even laid down the dimensions of one, such as he conceives might be safely resorted to. The general outline of this is a cross, one part of which is composed of a bolster of strong canvas, three feet long and eighteen inches in diameter, stuffed with cork-shavings; across the top, he proposes, there shall be a similar bolster, four feet long, stuffed in like manner. Loops are to be at the sides and extremities of the apparatus, whereto a person venturing to drift ashore upon it may be secured He also ought to be provided with a conical air-cap, or umbrella, about a foot in diameter, fixed to a staff three or four feet long, whereby he may steer, or which may serve to accelerate his progress. Somewhat more simple than this expedient is another, consisting of a flat oval canvas-bag, stuffed with cork shavings until swelling out to resemble a small wool-pack. A loop, as before, is to be attached to each of the sides and ends for securing the adventurer, or for establishing a means of communication with the shore, by a line connected to one of them. A very small mass of either description will safely support a person, though in a rough sea its overturning is probably to be apprehended

Less attention, however, seems to have been excited by these and analogous expedients, than to

the construction of vessels, which should either be capable of resisting the effects of a stormy sea, or adapted to bring the crew of a stranded vessel to a level shore.

Even the rudest savages have constructed boats better calculated for the safety of mariners than those which are, for the most part, employed by civilized nations acquainted with all the mechanical arts. The canoes of the South Sea islanders, for example, are provided with wooden frames, by us called *out-riggers*, extending from each side between the prow and the stern, which preserve their equilibrium in the sea. Though these vessels, being long and narrow, are incapable of resisting the sudden influence of the wind, and would heel to an alarming degree, the dipping of the out-rigger counterbalances the pressure, and restores the canoe to its proper position. Boats of a construction widely different, but equally adapted for preservation, are used by the savage inhabitants of the northern regions. The Greenlanders, with ribs of whale-bone, form a kind of frame, which is covered with the skins of animals stitched together with sinews, instead of planks, for a boat A deck is made also of skins, wherein there is a single round hole to admit the body of the savage occupying it. The hole is carefully stuffed, or the edges drawn up around him, and here he sits, with a paddle to guide his course, while his slight embarkation excludes the water, and, from the buoyancy of its materials, is securely borne over the loftiest waves.

It has frequently been proposed to construct merchant-vessels, or ships of war, in such a manner as to render them less exposed to the dangers of being wrecked, than those which are common-

ly in use. Two methods are suggested, either in rendering the parts independent of each other, or in employing some buoyant materials, which shall bear up the rest participating less of that quality. Dividing the hold into compartments is an expedient that has been particularly dwelt upon, and the benefits thence resulting to the great and unweildy structures of the Chinese repeatedly instanced. Each being independent of the other, though a leak should spring in any one, it cannot communicate to the rest, by which the usual disasters at sea are averted.

Among the different plans for accomplishing this object, that which makes the least deviation from the ordinary mode of constructing vessels, is to build a floor within a ship, quite independent of the deck, and to caulk it well. By another plan, it is proposed to divide the whole length of a ship into three compartments, as high as the gun-deck, by cross partitions, equidistant from stem and stern, and rising from the keel. The gun-deck is to be made stronger than usual, to prevent the water from blowing it up. If one compartment springs a leak, all ponderous materials must be immediately removed, and thrown overboard, and the ladening of the vessel transferred according to the place where the water enters. As an additional means of security, strong moveable wooden partitions, three or four inches thick, it has been thought, may be erected, or shifted, as the water enters, and confine its motion. Two objections to this expedient have occurred, first, because a vessel is understood to sail better according as her frame is looser; and, secondly, if she strained under a press of sail, the seams of the planks might open so much as to defeat the de-

sign. To preserve the buoyancy of a ship built after the ordinary structure, it has been proposed to fill all the interstices necessarily left with cork-shavings; and to promote durability also, a composition of melted pitch, tar, and glue, with a certain quantity of cork-shavings and charcoal-dust is recommended.

Vessels have, of late years, been built with sliding keels, though more by way of experiment than for actual service. The sliding-keel is designed to give the vessel greater stability, and to enable her, on taking the ground, to manœuvre off more easily. A small vessel, the Lady Nelson, of only sixty tons burden, built on this construction, recently circumnavigated the globe

Such expedients, and others recommended for security, not being generally adopted, for few have resolution to deviate from the common course, and execute improvements on a great scale, a particular kind of boat, for preserving shipwrecked mariners, has, for some time past, been called into notice.

The real origin of the life-boat is most likely unknown. It is extremely probable that the earlier navigators were not unacquainted with boats somewhat resembling certain parts of the structure of those which are now most approved. The curved keel, the application of cork, or confined air, and boats fashioned so as to row either way, are not entirely new inventions; and the construction of a boat peculiarly adapted to keep the sea has been longer a desideratum than is generally supposed.

An unimmergeable boat, invented by a French engineer M. Bernieres, is said to have been exhibited before the king of France in 1771, which,

brimfull of water, still carried eight men in safety on the river Seine. To prove its insurmountable stability a mast was erected, and a rope fastened to the summit, by which it was forcibly drawn down until touching the water. The rope being suddenly let go, whereby the constraining power ceased to act, the boat immediately regained her proper position. We are unacquainted both with the means of preserving the buoyancy and stability of this life-boat, properties alike important, but M. Bernieres, in consequence of receiving public approbation and patronage, engaged to provide a certain number of the same description for navigating the Seine.

In the year 1785 a patent was obtained by Mr Lionel Lukin, for what is specified as "an improvement in the construction of boats and small vessels, whereby they will neither sink nor overset." The inventor has founded his improvement partly on the principle of the outriggers just alluded to, which preserve the stability of canoes. Projecting gunwales are built to boats, otherwise of the ordinary construction, which incline from the top of the common gunwale towards the water, in such a manner as not to interrupt the oars in rowing From the extreme part of the projection, they return to the side in a faint curve, at a suitable distance above the water-line. These gunwales are very small at stem and stern, gradually increasing to the requisite dimensions, and they may either be solid, consist of light substances, be of cork, or hollow. In the inside of the vessel, at stem and stern, as also at the sides where the gunwales are narrowest, and under the seats and thwarts, the inventor proposes to have cells water tight, or filled with substances specifically lighter than water. Further, to produce greater stability, there

is to be a false keel of cast iron, or other metal fixed along the middle of the real one. It does not appear, that Mr Lukins' patent excited any attention. But it must occasion some surprise to learn, that the Society for Encouraging Arts, twenty years later, voted a gold medal to a Mr Christopher Wilson, for "a secure sailing-boat or life-boat," which is constructed identically on the same principles as the former, or only with the difference of the projecting gunwales, being divided into cells or compartments, so that an injury done to one will not affect the rest; each gunwale is a foot in breadth, and the oars rest on the extremity, whereby rowing is more easily accomplished.

A life-boat, which has gained greater celebrity both in this island and on the continent than either, originated from a deplorable catastrophe, near Tynemouth in the year 1789. A vessel struck on the Herd Sands during a storm, which, owing to the imminent danger, it proved impossible to relieve from the shore; and the unfortunate crew dropped one after another into the sea, in sight of numerous spectators. Deeply affected by their fate, the principal inhabitants immediately formed themselves into a committee, and offered a liberal premium to the inventor of a boat, which should be useful in situations of danger. Mr Henry Greathead, one of the candidates, had remarked, that if a spheroid be divided into quarters, these will float on the curvature; that they cannot be overset or sunk, and will be safely borne over broken water He thence conceived that a boat, of a figure somewhat analagous, would possess the same properties, and be profitably employed in the deliverance of shipwrecked persons. A model presented by him, was, after due consideration, preferred to others, and a boat was immediately

constructed upon its principles. The first attempt to render it serviceable was successful in 1790, and it has since contributed to the preservation of thousands of valuable lives.

It is unnecessary here to enter into a minute description of Mr Greathead's life-boat, from being now almost universally known; and the inventor, if he be truly so, has been liberally rewarded with different pecuniary and honorary distinctions.

Though more generally recommended to be thirty feet long, ten broad, and three feet four inches deep in the centre, the size must be considered arbitrary, and unquestionably it is not that on which its properties depend The keel is a curved beam, of great convexity downwards; fore and aft the boat is flat below, and the stem and stern rake towards each other. It is probably on this figure, that any properties possessed by the boat depend, and from the complete buoyancy obtained by the sides being cased with seven hundred pounds of cork, four inches thick, proceeding sixteen inches down from the gunwale. The oars are short, and adapted in an iron thole, with a grommet, which enables the rowers, on facing round, to row either way; and steering is accomplished by an oar at each end. The peculiar figure of this boat is conceived to be well adapted for a stormy sea; the cork on the sides affords perfect security against it being immerged, and also proves a mutual defence on approaching the vessel, which is to be relieved, or in landing the crew on a rocky shore. Experience has proved, that whatever defects may be inseparable from a boat, so ponderous and difficult to launch, and likewise so unmanageable in a tempestuous sea, it nevertheless has been successful in the most distressing situations.

which is the best testimony of utility. Many built on the same construction have been sent to foreign countries, where equal success has attended them.

A life-boat, invented by Sir William Clarges, was exhibited about the year 1809, where buoyancy is attained by a different principle, and where there are some additional deviations from the ordinary structure. It appears, that the essential parts of this boat, though the inventor declares it otherwise, consist in four copper cells on each side, water tight, and independent of each other, which render the vessel buoyant. They are securely decked over, and the sides boarded up with pine wood. The rudder is so constructed, that it may be lowered down a foot below the keel, or drawn up even with it. Between the metal cases, are beams of pine bolted to the bottom, fastened to each other by iron clamps, and decked over. The space between the timbers of the boat is also fitted up with pine, well caulked to prevent the lodgement of water. In the opinion of the inventor, if the wood work be properly executed, and so as to be air-tight, the metal cells are not the indispensable means of security. The boat is further provided with small ropes and lines, fastened to hooks on the gunwale, each having a piece of cork painted red, for ready seizure by persons falling overboard, or for whom there may not be room in the boat. Depressing the rudder may operate either in giving greater effect in steering, or stability in the water.

M. Golberry, a Frenchman, long resident in Africa, having witnessed the dangers of crossing a bar at the mouth of the river Senegal, proposes a life-boat which shall neither sink nor overset. His plan, in some respects, is far from obvious, but apparently he means to have empty gunwales, of such

construction as not to impede the rowers, or to frame the boat in such a manner, that it shall not contain a quantity of water sufficient to overcome the buoyancy. Stability is increased according to circumstances by depressing the center of gravity, which is accomplished by an iron bar having a weight affixed to its extremity under the middle of the keel. The bar passes through the keel, and the weight may be depressed eighteen, twenty, or twenty-four inches below it by means of a winch and rack within the boat, so that the centre of gravity shall be altered, and an increased stability produced, by augmenting the power of the boat's resistance against the waves.

In the year 1792, Mr Bremner, a Scotish clergyman in the Orkneys, proposed a method of fitting up a common ship's boat, so as to be a preservative in times of danger. His plan is extremely simple. One or two ordinary empty casks are to be secured by lashings within the bow of the boat, and others within the stern in the same manner, besides which, vacant spaces close to their place are to be filled up with bags or bundles of cork. A horizontal bar of iron or lead is also to be attached to the keel within the boat. If a boat be purposely prepared, ring-bolts are to be fixed to the keel, through which the ropes are passed within, and through augre-holes bored in the keel without; and if the casks be purposely prepared likewise, they have slings with two eyes on each end, the great object being to retain them exactly in their places. But if there are no ring-bolts, the inventor of this method advises that holes be immediately bored in the sides, or the bottom of the boat, to pass through the ropes securing the casks, because no danger will be produced, as the buoyancy immediately

begins to be exhibited on the water reaching the casks. The boat is always supposed to be full of water, and to float by means of the united levity of the casks and cork contained in it; therefore, though people sitting in midships be in water, they will not increase the weight, or sink her deeper, but the reverse. One great recommendation of this plan, is the facility with which it may be adopted, for there are scarce any ships unprovided with empty casks, and means may always be found to secure them in the boat, when extreme necessity shall induce the crew thus to trust themselves to the waves. Testimonies of approbation have deservedly been voted to Mr Bremner by the Highland Society of Scotland, the Royal Humane Society, and that for the Encouragement of Arts. He likewise proposes a ready method of adapting a ship's boat, in a manner resembling the common life-boats. A quantity of cork is to be made up in canvas, sufficient to go round the outside of the boat, and reach about fifteen inches downwards from the top of the gunwales. Or it may be made up in so many separate parcels, netted in small rope, as can be conveniently attached to a strong rope encircling the boat below. The pressure of the water upwards against the bottom of the boat, will aid the retention of the cork in its place.

A large life-boat was lately provided for Lowestoft, in which the different properties of some of those above alluded to, are combined. There are hollow external gunwales each fifteen inches deep, and projecting nine inches without the boat, covered by cork, and also by canvas Empty casks, about twenty-two inches in diameter, firmly lashed to the bottom of the boat, are ranged within her, so adapted on brackets fastened to the timbers as

to be even with the top of the gunwales; two lie in the stern, and two in the head; but all secured in such a manner, that if necessary they may be speedily removed. The stern-post is nearly upright, and there are twelve short oars and three masts with lug-sails

In corroboration of what is said respecting the size of a life-boat being arbitrary, it may be observed that one expected to do complete service, was lately built only of fifteen feet keel, seven feet and a half in breadth, and the whole weighing fourteen hundred pounds It was provided with hollow gunwales and a broad fender of cork above, to increase the buoyancy and protect the side. There were also two extended billage boards of equal depth with the keel, to preserve it in an upright position, or facilitate launching.

A singular method of ensuring safety in a ship or boat has been suggested, which seems more applicable to the latter or to the former if only of small dimensions. It is proposed to have two cylindrical flexible vessels, varnished with an elastic resin, so as to be alike impervious to air and water, and a four-barrelled pump for the purpose of inflating them. The size both of the cylinders and the pump are to be proportioned to that of the vessel wherein they are used, but the latter must be such as can be worked by a middle-sized man. The vessels are to be inflated by the pumps and lashed to the sides of the ship or boat, in such a manner that they cannot be detached, and sufficient buoyancy will be produced. Or by inflating two within the vessel, she will be guarded against foundering, on the admission of water.

We have been told of other ingenious contrivances by which vessels were either kept afloat in

the most tempestuous seas, or could descend under the surface without danger to the passengers. But the principles whereon they were constructed, are not explicitly laid down. It is too generally assumed, however, that floats or rafts, of a certain description, will neither sink nor overset, and that life-boats can at all times, and in all weather, bear a crew in safety to the shore. Unhappily the fact is otherwise, and although they may, in a thousand instances, be the instruments of preservation, examples do occur where they are unsuccessful.

A subject which has recently engrossed much public attention, even more than the life-boat, is the means of forming a communication between a vessel in imminent danger, and the neighbouring shore. It cannot have escaped observation, ever since the art of navigation was known, that more ships are lost in the immediate vicinity of the land than in any other situation; that in cases innumerable, the cries of the unhappy sufferers have reached numerous spectators of their calamity, who could only deplore their inability to rescue them from impending destruction.

Several ingenious expedients, dictated by a genuine sense of humanity, have been resorted to for the preservation of such shipwrecked mariners.

It is justly remarked that vessels are almost invariably stranded on a lee-shore, that therefore any light or buoyant substance, committed either to the air or water, will be wafted towards the land. A paper kite might carry a small line to the shore, or if paper could not withstand the storm, a kite might be formed of a handkerchief stretched over part of a hoop. By means of the small line, a cord could be got from the vessel, and thus suc-

cessive ropes of larger size, until one were extended which should bear the crew, or a traveller with a basket, wherein a man could lie.

A small balloon, six or seven feet in diameter, filled with rarefied air, it has been thought, might be successfully employed for the same purpose; that, raised in the atmosphere, it would carry a slender line ashore. The most simple kind of balloon is nothing but a slight silk or canvas bag, with an inconsiderable quantity of fuel kindled under the mouth, which will remain elevated so long as the fuel continues by its combustion to rarefy the air within. Undoubtedly, there may be occasions where either experiment shall be attended with success, though it is in general to be dreaded, that the same tempest forcing the vessel on shore, will be destructive of them also.

An obvious plan of communication is throwing overboard a cask, to which a line is attached, as it will almost to certainty reach the shore, full or empty; and mariners, when compelled to abandon their vessels, sometimes lash several casks together, with booms and spars for temporary use Probably, however, the line should be slender, that the wave falling on the land may not withdraw the cask from it. Improving on this, Mr Abraham Bosquet has proposed a more regular construction of large empty water-casks, over which a deck or stage is to be built. Being lowered from the ship's side, it must be manned with as many persons as it can safely carry, and sent to the shore with an anchor either there or on another stage. The men having gained the land, are to secure the anchor in the ground or behind a rock; and meantime, another cask, with a small rope attached to it, is to be thrown overboard, which will also be washed ashore; one

end of the rope remaining in the ship, is made fast to a cable or hawser, which may be hauled in by the people who have landed from the stage, and immediately fixed to the anchor. A communication being thus established with the shore, the hawser is to be hoisted to the highest part of the vessel, and also elevated as much as possible on the land; by means of a traveller running along it, the crew may be brought safely ashore. If the hawser be too thick to be received into a block for a traveller, a smaller rope below may bear the chief burden; while the hawser may be also loaded with part of the weight by hoops or rings.

Another means of communication has been proposed, by floating a body similar in figure and structure to a large ship's buoy ashore. A piece of canvas, formed like the covering of an umbrella, and attached nearly in the same manner to a staff, is to be fixed within a few inches of the extremity of the buoy. It is to consist of three unconnected divisions, any one of which will expand, as acted upon by the wind when put overboard. A rope sufficiently long to reach the shore, secured to the other end of the buoy, remains in the vessel, by means of which, the head or fore part can always be kept forward, while the wind operating on any part of the canvas which may unfold, will waft it ashore.

When these, and analgous expedients prove abortive, or where circumstances preclude their adoption, it bas been proposed to cast a line ashore by means of some projectile force from a stranded vessel, or *vice versa* to throw a line to a vessel from the shore.

In recurring to the origin of this method, it must

be admitted, that the inventor is unknown. Most likely the same expedient occurred to more than one at the beginning, and has been brought into repute by others whom opportunity enabled to improve upon it. A bullet, or an arrow discharged from a bow, with a cord attached, seem, in some instances, to promise success; and perhaps an extremely simple and beneficial aid may be found in the cross-bow. The range of this implement is far from being ascertained, for it depends on the use and combined application of the different mechanical powers. If an expert bowman can transmit an arrow from a common bow 500 yards, what might not be expected from the spring of steel bent by screws and levers? Assuredly something very considerable, sufficient to carry a slender line some hundred yards, and with great precision.

A Frenchman, several years ago, suggested the practicability of throwing a large sky-rocket ashore, with a line attached, which should be capable of drawing a rope after it. He affirms that he had consulted Signor Ruggieri, a skilful artist, on the subject, who conceived that rockets four inches in diameter, would fly four or five hundred yards thus provided, and that he had made some as large which rose to a great height. It has since been said, that such were successfully employed in saving shipwrecked mariners.

For nearly forty years, or possibly longer, it has been well known, that a rope attached to a heavy body, might be safely discharged to a considerable distance from a gun. Founded on this principle is the gun harpoon, used for killing whales, for which many premiums have been offered and adjudged by the Society for the Encouragement of Arts and Manufactures, insomuch that years have

elapsed since considerable expertness was acquired in practising this method. On the same principle it was above twenty years ago, so nearly as can be ascertained, proposed in France to throw a bullet or shell, with a rope attached to it, from the shore, to the relief of a stranded vessel. An unfortunate shipwreck wherein the cries of twenty-four miserable sufferers could be heard on shore, had about eight or nine years preceding impressed the humane deviser of this expedient, with the belief of its practicability. Conceiving that a communication to the distance of forty or fifty fathoms might be thus established, he stated his opinion to the artillery-officers of La Fere, that the means of accomplishing it might be by fixing the end of a rope to a bomb-shell or cannon-ball, though the former was preferable: that the rope should be laid in a zig-zag direction before the mouth of the mortar or cannon, or suspended on a piece of wood raised several feet from the ground. The officers, however, discouraged him from the undertaking, by assuring him that the rope would infallibly break.

Dissatisfied with their objections, he made an experiment with a mortar only an inch and a half long in the calibre, and a piece of packthread. Though attended with complete success, the same artillery officers still maintained that there was such a difference between the small quantity of powder and what was required for the experiment on a suitable scale, it must inevitably fail. The inventor resolved to ascertain the fact. Repairing to a foundery, he had a mortar and a cannon made, each of four inches calibre, and employing a cord about a quarter of an inch thick, he had equal success as before, with a discharge

from eighteen ounces of gunpowder. He next obtained an order from the French government to make an experiment on a large scale at La Fere, which, notwithstanding the same opinions maintained by the officers, were exactly such as he expected. Seven experiments, the quantity of powder being gradually increased in each, were immediately made with an eight and a twelve inch mortar, none of which failed in the effect.

It does not appear that any general interest was excited in France by these experiments, more than in England by the following, to which some, without any evidence, have claimed the priority.

A serjeant of artillery, who was afterwards promoted to a lieutenancy, Mr John Bell, being engaged with certain experiments, conceived that a probable means of saving shipwrecked mariners, would be by throwing a shell with a rope attached to it, from a stranded vessel to the shore. He applied to the Duke of Richmond, master-general of the ordnance, for injunctions to establish the truth by farther trials, which were made in 1791.

An eight inch shell filled with lead, and weighing altogether 75 pounds, was thrown 150 yards within land, from a boat moored 250 yards from the shore, carrying a deep-sea line along with it, of which 160 yards weighed eighteen pounds; other two experiments were made, in the last of which, an inch and half tarred rope was employed, 50 yards weighing above fourteen pounds. Here the shell was buried two-thirds in the ground, and at the distance of 200 yards required the strength of three men to draw it out. Lieutenant Bell had a raft constructed of five casks covered by a frame, at each end of which was a block, and by means of these, he and another man,

with the communication thus formed, drew themselves ashore from the boat. He recommends a raft of very simple construction, being a seaman's chest, without lid or bottom, lashed to the casks.

From his observations and experiments, Lieutenant Bell concludes that the weight of a piece of ordnance, necessary for effecting the proposed communication, should be between five and six hundred pounds. The chamber is to contain one pound of powder, and the calibre be such as to admit a leaden ball of sixty pounds, which will be above seven inches. This will project a deep-sea line three or four hundred yards. The mortar, he conceives, might be so placed in different ways as to preclude the necessity of a carriage expressly made for it, such as by resting it on a coil of ropes; setting the trunnions on quoins, or in any other position whereby it gains an elevation of 45°. The line being reeled on poles or handspikes, should be kept in a horizontal position, and these ought not to be withdrawn until the moment of firing.

Lieutenant Bell also adapted a grapnel to be thrown from a cannon, which he supposed might be used with great advantage, where a ship was stranded near the shore. An iron ring, to which the line was attached, could slide along the shank so as to admit of the end of the shank reaching the wadding of the powder, while the grapnel was without the mouth of the gun. Yet he considered the use of the shell more certain, where a mortar was on board of a vessel approaching the shore. In the year 1792, this expedient was communicated to the Society for the Encouragement of Arts, along with a complete model of the whole apparatus, and the donor was rewarded with a bounty of fifty guineas.

Lieutenant Bell's proposal seems to have fallen

into total oblivion, thus experiencing the fate of many ingenious contrivances; nor does it appear ever to have been applied to the purpose for which it was designed. But eleven or twelve years afterwards, it was revived with some deviations, by Dr Carey of Islington, who resorts to the plan suggested in France, of affording assistance from the shore, and of which he conceives himself the inventor. Dr Carey proposes, that stations shall be erected along the whole British coast within sight of each other, for the purpose of giving assistance to distressed mariners; and that a mortar shall be kept in constant readiness, either where there is no life-boat, or where the weather might render its progress too tardy. A wooden ball painted red, and connected with a small strong cord, the end of which is retained on shore, is to be projected to the windward of the vessel meant to be relieved, so that the line which is buoyed up by corks, a fathom or two asunder, may be floated towards her. When the line is caught by the people on board, they may get out a stronger rope, and, thus a hawser to connect with the shore, while it is fastened there to some secure hold. This proposal, which was publicly advanced in 1803, shared the fate of the former, until several years afterwards, it also was revived with considerable improvements, by Captain Manby, barrack-master at Yarmouth. Instead of the mortar accomplishing the communication being kept on board as above described in Lieutenant Bell's plan, it is, according to that of the French inventor and Dr Carey, to project the line from the shore. Captain Manby's experiments, however, have been carried infinitely farther than those of the other three, and they have actually been instrumental in preserving many lives. Yet the principle being previ-

ously established, as already related, renders it less necessary here to speak of them in detail.

Captain Manby has laid down a systematic mode of relieving shipwrecked mariners, and of enabling them to avail themselves of the means supplied: he has ascertained many subordinate points dependent on the general principles of forming a communication by projectiles, and shewn, that under unfavourable conditions they may be successfully employed.

His whole apparatus consists of a light mortar on its bed, which may be conveyed on a travelling-carriage, with boxes of ammunition, two 24 pound shot with eyes, one barbed shot, 200 fathom of inch and half rope, as much deep-sea line; 20 fathom of the rope besides fitted up with two blocks as a gun tackle purchase; a cot fitted on a stretcher to convey people from the vessel; three iron shod stakes to be driven into the ground for securing the line of communication, a long shallow basket for containing the line projected and a grapnel.

Instead of always projecting a grapnel from the mortar, Captain Manby recommends a round shot, from one point of which four barbs issue; or a shot adapted with four short flukes, which may hook the rigging of a stranded vessel, when the crew, by cold or weakness, are rendered incapable of exertion. The line of communication, for several yards from its connection with the rope, either consists of plaited leather, or is covered with that substance which is found to be best adapted for resisting the sudden flame of the powder.

Immediately on a stranded vessel being discovered, the apparatus is brought to a point, within which the shot will range, so that the line may fall over the vessel. The elevation of the mortar on ordinary occasions should be 15°, and the charge

of powder just sufficient to carry the shot the requisite distance. The line is to be carefully laid in a zig zag direction on the ground, in such a manner that no two parts may touch each other, for the velocity being great, the smallest impediment would check the progress of the shot, and occasion the failure of the object. Meantime the three stakes are drove into the ground in such a position, that the three heads meet together, and the gun-tackle purchase, consisting of two blocks, one of which is afterwards to receive the large rope, secured to them. In laying the mortar, the direction of the wind must be studied, and it is to be pointed so far to windward, when the vessel is nearly opposite, that the line borne down in its flight may fall over some part of the hull or rigging. Experiment has proved, that against a strong wind, the most effectual discharge is made at an elevation of 22° 30′. A shot from a royal mortar then carried out 134 yards of an inch and half rope, by a loading of four ounces of powder, and 140 yards of deep sea line. With a charge of fourteen ounces of powder, it carried 250 yards of the former, and 310 of the latter. In another experiment with the like charges, the lines were carried 110 yards, and 140 by four ounces of powder; and by fourteen, they were carried 210 and 310. It is by this elevation that the greatest range is obtained. Particular attention must be observed to keep the mortar dry, and the last thing done is loading it, when it should be instantly fired. The line having fallen over the vessel, is to be secured by the crew, and the large rope being hauled on board by it, must be made fast to some elevated part of the wreck if possible. By such communication, a cot on rollers may run to and from the shore, on a traveller, to

carry out the men preserved. If a vessel is stranded in the night, Captain Manby recommends frequently flashing powder from a pistol to arouse the notice of the crew in danger; and the mortar at a high elevation is then to discharge a shell with a fuze in it, the bright light of which will shew the position of the vessel; or a light ball being discharged, its explosion will enable the assistants to mark its place more precisely before throwing the line of communication. If the vessel rolls, the gun-tackle being adapted on shore to receive the end of the rope of communication, will admit of its being stretched or slackened, so as to preserve it from snapping.

Captain Manby has devised two different methods of getting out a life-boat, while a heavy surf rolls in upon the shore, both of which merit great commendation. The chief impediment to the use of the most approved life-boat, consists in the difficulty in getting her off the beach in a storm; and cases do occur, where it is scarce within human power to surmount the repelling violence of the surf, sometimes but of narrow limits, and beyond which no difficulty is experienced in the management. But all this is overcome with comparative ease by projecting a grapnel from a mortar, which falling beyond the surf, enables the crew of the life-boat to haul themselves through. A more permanent method of accomplishing the same purpose is, in the next place, by constantly keeping a rope extended between two anchors sunk beyond the roll of the surf. To preserve the rope from being chafed by rocks or stones below, it is suspended by a buoy of sufficient size, which also elevates it above being imbedded in the sand. A barbed shot, or a grapnel, being projected over the rope extended, will sink below, or catch the

rope, so that the crew of the life-boat can, at all times, keep her head to the surf, if setting right in upon the shore, and pull themselves out. With ten ounces of powder, a barbed shot will be carried 200 yards from the mortar; a rope of two inches and a half was, in one experiment, thus thrown above 120 yards. Preference is given to barbed shot, because it readily catches the rope, and fixes the more securely, according as the greater force is used to recover it.

Various other subordinate devices are adopted by Captain Manby, to accomplish the object in view, such as insuring the discharge of the mortar, to which also Lieutenant Bell's attention had been directed in improving the application of the gun harpoon; a method of conveying a rope under a prominent or inaccessible cliff, the figure of a basket to contain the line of communication in regular order, and the like. Different honorary testimonies of approbation were bestowed on the plan in general, and the British Parliament voted a very large sum in 1810 to Captain Manby, as an acknowledgment of its utility. Yet after the detail that has now been given, it must excite no little astonishment to learn, that a committee of the House of Commons, wanting, it is probable, the means of information, declared the projection of a rope by the assistance of a shot, a new invention! nay, that Mr Bell's plan could not be of use to stranded vessels. Good reason is there indeed to keep a vigilant eye over the public treasure.

Unquestionably the experiments of Captain Manby deserve the highest applause; for what is so meritorious as contributing to the preservation of life. He has shewn, that, instead of an unwieldy piece of ordnance, one of slight construction and

easy management may be employed; that the darkness of night will not preclude the hopes of relief to a crew in danger, and that, abiding by his injunctions, safety may often be obtained. Yet in appreciating the value of the plan, which is proposed by him, and in weighing all its qualities and defects, together with the testimonies advanced in its favour, the result can scarce be unqualified approbation. More than one individual, whom we should judge, both from name and profession, well enabled to determine, have nevertheless exhibited no hesitation on so grave and difficult a point. With some surprise, we may hear them positively affirm, that it is a more effectual means of security, projecting a line from the shore to a ship, than from a ship to the shore; that the certainty of a shell burying itself in the earth, or a grapnel seizing the ground, is to be contrasted with the chance of throwing a line over an object of inconsiderable size, where the difficulty is tenfold enhanced as the distance increases; that the probability of a vessel being stranded within reach of the apparatus prepared, is to be compared under all disadvantages with the precaution of carrying a light mortar, which may be nothing but ballast, unless when applied to the uses for which it is embarked, and may then be the means of salvation. Let it be asked what would have followed, had Lieutenant Bell's contrivance received the same patronage and liberal support that Captain Manby's has experienced? or whether, instead of being declared ineffectual, we could not now enumerate the lives that had been saved by it.

These remarks are by no means designed to depreciate the exertions of those who have made reiterated experiments to ascertain important facts,

not even though they had rested on mistaken principles. Every invention, device, or contrivance, should be prized, as shewing something which has not hitherto been shewn, and which, at one time or other, may lead to the most unexpected consequences. But we must beware of adopting any one expedient to the exclusion of all others, however ample its commendation; and we cannot sufficiently enforce the necessity of combining every possible means which may promise relief to the unfortunate.

Many persons having perished by accidentally falling overboard in the dark, a floating light was invented in 1776, which might guide them to the vessel. This consists of a small boat, 27 inches long, 13 broad, and 12 deep, made of tinned iron plates, closely soldered together, so as to be air-tight; and, as a farther security, the vacuity within is filled with blown bladders. Over the deck of the boat a lamp is suspended on cross circles, which will always preserve the light in a perpendicular position while afloat. An iron handle projects from each gunwale, to be seized by the person who has fallen overboard. A line of considerable length, connected with the boat, is kept constantly wound on a reel on deck, which will run out when, on the first alarm of an accident, the light is lowered into the sea. It is proposed to have a ladder with a lantern attached, let down from the stern of the vessel, which will enable the person, if he has been so fortunate as to avail himself of the precautions for his relief, to regain the ship.

Stilling the Sea by Oil.—It was not unknown to the antients, that a temporary calm is produced

by the effusion of unctuous substances on a turbulent sea: and they bear testimony to the common practice of divers resorting to it when light was necessary to carry on their operations below. Darkness under the surface prevails during a storm; and when the waves run high, or are covered by breakers, the difference between day and night is not perceptible at the bottom of the sea. Thus divers, when descending, carried down a mouthful of oil, which being allowed to escape, rose to the surface, and smoothed the irregularities obstructing the admission of light. The oil being sparingly discharged, a diver, if his faculties enabled him to remain so long under water, successively renewed its use until his purposes were accomplished. It has been affirmed, that in our own days, the same is practised at the Bermuda islands, the Mediterranean, and in other places; and it is also evident that fishermen, on various occasions, resort to the effusion of oil. Those on the Spanish coast are said to smooth the surface of the sea in this manner, the better to discern shell-fish at the bottom of shallow water; and the fishermen of Lisbon have employed it to enable them to pass the bar across the Tagus in a storm. Formerly, and perhaps it may still be the case, some fishermen of the Western Islands, were wont to drag unctuous substances in the wake of their barks to repel the force of the waves; and, in India, cocoa nut oil is reported to be used at times to still the sea, or smooth the surface of large rivers, which would otherwise endanger the safety of the frail canoes that navigate them.

There are certain facts which tend to corroborate the truth of these observations, and, perhaps, by extending the inquiry, they might not prove

uncommon. From experiments expressly made to ascertain the effect of pouring oil on the sea, it is proved, that a calm invariably ensues; that the turbulence is quelled; and that although a lofty swell continues, the breakers which foamed on the surface of the waves rapidly disappear. The attention of several intelligent persons, whom opportunities have placed in favourable situations, has been directed towards this object: Not that they are the first who have studied it, as we see it was well known nearly two thousand years ago. Dr Franklin being at sea, in 1757, with a large fleet from Louisbourg, remarked to the captain of his vessel, while the wind blew fresh, that the wake of two ships was particularly smooth, though that of all the others was ruffled. The captain replied, that probably it was owing to some greasy water flowing through the scuppers. Dr Franklin was impressed by what he had witnessed, and resolved to repeat his observations. He had an opportunity again in 1762, at which time he procured some additional information. But at length being in England, near a large pond, he made an experiment by pouring a small quantity of oil on its agitated surface from the mouth of a crewet. He was surprised that it had no effect, but he stood to leeward, and the oil was driven back on the banks. On passing round to the opposite side a very different consequence ensued; the smallest quantity quickly spread over a large surface, always enlarging by degrees, and rendered it as smooth as a mirror, nor was its progress interrupted until reaching the banks to leeward, against which it had before been repelled. Dr Franklin had still a more favourable opportunity to trace the progress of this phenomenon on a greater scale, for

which some preparation had been made. Two boats, belonging to the Centaur man of war, left the harbour of Portsmouth in a stormy day, with one party of observers; and another placed themselves in such a situation on the shore, that the effect of an experiment could be distinctly seen. When oil was poured from a stone bottle, through a hole in the cork, about the thickness of a goose quill, or rather larger, the surface of the sea was smoothed to a wide extent; the breakers disappeared, but no difference was seen in the height and force of the surge rolling against the shore. Though the swell continued, the waves ceased to shew broken water. This result did not altogether correspond with Dr Franklin's expectations; and he conceives, that if he had commenced his operations at a greater distance from the shore, the effect of the oil would have been more sensible.

In like manner Captain Anthony Pool relates, that his ship, being one of a fleet, in 1761, whereof there was a ship laden with oil, which escaped through the seams of the casks containing it, and mixing with the water in the hold, both were pumped up together, while it was remarked that the ship's wake was as smooth as a mirror: The longer the pumping continued, the more was the wake enlarged, and, notwithstanding the agitation of the sea continued, the waves did not break.

Mr Lelyveldt, a Dutch observer, along with professor Allemand, and other persons, made an experiment somewhat similar, on the waters of a canal, when a few drops of rape-seed oil instantly calmed a considerable extent of surface. But it is perhaps unnecessary to quote experiments made in this way, seeing there are some examples apparently well authenticated, of benefit arising to

vessels by the effusion of unctuous substances on a stormy sea, nay, that it has been the means of their preservation.

In the year 1755, Captain May, an experienced navigator of the Low Countries, while lieutenant of the Phœnix ship of war, had two Neapolitan barks laden with oil under convoy in the Mediterranean. The cargo having been a year on board, the vessels containing it were damaged, the oil escaped, and was pumped up with the bilge-water from the hold. A perfect calm, too conspicuous to elude notice, was constantly produced on the surface of the sea all around both the vessels, while those at a distance sailed in troubled waters. The Phœnix was at this time one of a fleet of 79 vessels, and, after cruising from Carthagena to Malta, and elsewhere, with five or six weeks of bad weather, she experienced a frightful storm, in the latitude of Lisbon. It was scarce possible for the fleet to shew any sail: and during the whole interval, the two oil vessels were regularly pumped twice a day, at seven in the morning, and again at sun-set, when part of the cargo was always discharged. Notwithstanding the turbulence of the sea, the oil extended to a great distance, separating and diffusing itself widely around the vessels, and arresting the progress of the waves, by which means they, and others in their immediate vicinity, were in a calm, as perfect as one that followed the storm. Though the billows continued to flow in lofty undulation, their surfaces were smoothed; the smaller waves rolling over them were in general dispersed, nor were breakers visible.

As the credit of the narrator of this incident was never called in question, it must be deemed

a satisfactory illustration of the use of oil in stormy weather. He further observed, that the cessation of the effect was not immediate, for the portions of the unctuous matter, after extending over a large surface, divided into smaller areas, and had scarce disappeared before the lapse of two hours.

Another example is given of the ship Janneton, commanded by Captain Clair Hamel, which being caught in a tempest, was exposed to imminent danger, and the captain resolved to cut away the masts. But an old seaman on board observing his distress, requested him to permit a barrel of cod-oil, which lay on the forecastle, to be pierced, that the contents might escape. An augre being brought, a bowl full of oil was drawn off, and the cask then thrown into the sea, where it continued to discharge its contents by the hole. Though the tempest was unabated, and the sea still ran high, the waves ceased to break, and in this centered the safety of the vessel, being old and ill calculated to resist the impulse of the billows. Another officer, Captain Destouches de Fresnaye, has also cited two instances where the like ensued; and by employing oil, two vessels were rescued from danger.

In the year 1769, a Dutch East Indiaman, the Petronelia Maria, bound from Batavia, encountered a dreadful storm, accompanied by hail and rain, which commenced at midnight, near the islands of St Paul and Amsterdam. The sails were rent by the sudden gusts of wind, the sea rose mountains high, and the ship became unmanageable. In this extremity, recourse was had to the effusion of oil, and during the time of expending six flasks and a half, the waves ceased to break over the vessel, she resisted the storm,

and accomplished her voyage in safety. This is one of the instances so well ascertained, and was the subject of such attentive observation, that its truth cannot be doubted.

Unquestionably many corresponding facts might be found by an inquiry into what sea-faring persons have witnessed. The circumstances in which they are placed are so numerous and diversified, that it is extremely probable the examples of benefit, from the effusion of oil, are far from solitary, though they might sometimes not be aware of the truth.

There are other cases where mariners, aware of the efficacy of unctuous substances, have resorted to their use. Formerly it is said not to have been uncommon for the boats of Greenlandmen to carry a small cask of oil in the bow, for the purpose of smoothing the sea. If such really was the custom, it may have been both for facilitating the fishery, and for repressing danger. The fishermen at Noortwyk in Holland not long ago, and perhaps it may be so still, were wont to take out in their boats a case containing three or four bottles, or a cask of whale-oil, which was placed in such a manner, that the contents could be slowly discharged through the scuppers in stormy weather. Some in different quarters likewise hang a flask of oil to the mast, to be employed in case of necessity, and others carry lard, or seal-liver, in casks; the latter producing oil by simple heat. The commanders of larger vessels have been known to suspend a cable which had been moistened with oil from the stern of the vessel, whereby the force of the breakers was diminished; and from boats it has been poured over the bow, to enable them to reach the shore.

In regard to the method of employing oil, if only designed to smooth the surface of the sea, so as to expose the view of what is below, it is said to be enough to dip a feather in it, which is drawn through the water. If a more important purpose be designed in averting the presence of danger, a quantity must be allowed to escape slowly through a tube, the size of a goose quill, which will be sufficient to quell the turbulence of the waves; and as the effect is gradually lost, the effusion must be repeated.

In advancing doubts as to the efficacy of oil, from an apprehension of its being constantly driven to leeward of the vessel, it has been proposed to moisten oakum balls in it. These having a musket ball or a grape shot in the center, are to be kept in casks of oil, and as necessity requires, to be thrown as far as may be accomplished to windward, by which means the coming waves will be lulled. Or, instead of oakum balls, it might be judged more eligible to have small hollow metal or earthen spheres, with two opposite apertures, kept like the others, in casks of oil. On projecting them into the sea, the water would rush in by one aperture, and force out the oil by the other, which would continue to smooth the surface. As they could not be quickly driven to leeward, which might happen to the former, but sink to the bottom, the contents continuing to escape, would produce a more permanent calm.

The strongest prejudices have, nevertheless, prevailed among sea-faring persons of different countries, against employing unctuous substances to mitigate the perils of the sea. They firmly believe, that although oil may contribute to the preservation of the vessel by which it is diffused,

it will infallibly occasion the destruction of others in its vicinity. Beyond the sphere of its operation, they maintain, the sea becomes more raging and tempestuous than before. Thus it has been supposed, in the difficulty of obtaining evidence respecting the use of oil, that persons who had resorted to it to extricate themselves from danger, were unwilling to acknowledge that they had adopted an expedient injurious to their fellow-creatures. Certainly there is some foundation for this reluctance to disclose the truth; for a general belief has prevailed, on the Continent in particular, that special ordinances of the state prohibited the use of oil as a means of relief, on purpose that those who did not come within its influence, might be preserved. An investigation of these reputed ordinances some years ago took place, when none such could be discovered, and intelligent persons concluded that they had originated only in the prejudices of the unlearned.

We must not suppose, however, in here describing the properties of oil, that a calm and level plain is produced by its effusion on the sea,—that the billows cease to rise, and the surface is void of undulation. On the contrary, the swell remains unabated; but a vessel will safely mount the waves, and lie in the vallies between them, for the breakers, which are most of all to be dreaded, disappear. The lofty precipices, which would otherwise overhang the stern, threatening destruction in their fall, gradually decline when under the influence of the repelling fluid, and instead of washing the decks of the vessel from above, elevate the hull on their successive summits.

Thus there is cogent reason to admit, that the

effusion of oil may be a simple, safe, and effectual expedient, and may, in many desperate situations, contribute to relieve the mariner from danger. Though there is greater scope for its action in deep waters, and its benefit is less sensible on shallows, and in approaching the shore, many occasions can be figured when it may be profitably employed to aid a shipwrecked crew to land. If its effect be but temporary, perhaps it can be constantly renewed, while the diminution of hazard in such circumstances may approach to security; and though a vessel of strong materials and skilful structure be calculated to resist the vehemence of the tempest, the frail and imperfect bark can only be preserved by partly smoothing the sea.

Almost all who have witnessed the effusion of unctuous substances confidently maintain, that the dangers of distant vessels are augmented: The waves, they say, rise higher and break more furiously than before. It would be unwise to contradict this assertion without ocular testimony of the facts: Yet it is possible the beholders have been deluded by appearances, which apprehension might construe into reality, and perhaps the sea is not in greater tumult than if the remedy had not been applied. The agitation that surrounds a level surface must doubtless seem violent in proportion to the prevailing difference between the two, and after the unctuous effusion ceases to operate, the subsequent tumult will be more conspicuous. At the same time it cannot be denied, that, from the wonderful influence of so thin a pellicle as a wide extended drop of oil, some repulsion of the waters around it may ensue, the waves on the borders of its sphere may rise aloft, and fall down in breakers.

Peculiar difficulty has attended all attempts at explaining why the effusion of oil amidst tumultuous billows should produce a temporary calm: why a substance, reduced to a degree of thinness which imagination can scarce conceive, should have the slightest perceptible influence in reducing liquid mountains, otherwise beyond human controul. Some ingenious persons have supposed that an original cause of the agitation of the sea, is from the wind in its progress catching a surface less smooth than oil, and gradually raising it more and more, until it at length swells into enormous billows. But gliding over a smooth and equal surface no ripling is produced, nor the subsequent ridges to be enlarged by their successive undulations. Thence it has been asked, whether or not this original effect of the wind might be arrested by disseminating a quantity of dust or chaff on the surface of the water, and something resembling the influence of oil ensue. Actual experiment can alone solve the question; but whatever may present the most remote hope of contributing to the safety of the mariner is well worthy of the deepest consideration. It is not to be contemned, because the means may be thought unlikely, or of extreme simplicity. Sometimes the most simple remedies are the best; and even, if such an expedient should not be successful, the very appearances presented by it may suggest ideas of what shall ultimately prove beneficial.

But a ship foundering in the open ocean, or drifting towards a rocky shore, are not the only perils to which the mariner is exposed. Fire, an element terrific in every shape, but far

more especially when surrounded by none excepting the most combustible materials, and where, striving to shun its fury, the resource is almost certain death, must be deemed infinitely more awful than either.

To guard against the sudden and irresistible effects of lightning, common and destructive in the warmer climates, and from which the colder are not exempted, conducting rods have been adapted to the mast-head of vessels, which should by a chain transmit the electric matter into the sea. Signal benefit formerly resulted from this precaution, and it was the preservation of many vessels. Nevertheless it seems falling into disuse, though numerous and dreadful accidents frequently occur: The masts of ships are shivered in a moment, nay, in some cases, an instantaneous explosion takes place, and every soul on board is launched into eternity, before a thought can be exerted towards averting the danger.

Not less destructive are the conflagrations excited by ordinary accidental causes, which, from a single spark, suddenly kindle into unquenchable flames, and which too often prove fatal to all within their sphere. In addition to pipes, which might introduce water to every part of a vessel, suddenly overflowing the magazines, and providing engines, it has been proposed, that a quantity of ingredients the best adapted for extinguishing fire, should always be at command. Various compositions are recommended, among which, a mixture of vitriol, alum, and pulverized clay, with water, are said to be particularly efficacious. The solution is to be so complete that it may be taken up and discharged by an engine.

The utility of such compositions has been exhibited both in accidental conflagrations, and those intentionally excited to shew their operation. Some experiments have been made in this country, and also on the Continent, by which it seems completely demonstrated, and which should perhaps be considered a sufficient inducement not to be unprovided with so valuable a remedy. In one which was made in presence of the Royal Family of Sweden, a pile of combustible matter was raised, consisting of a boat 24 feet long, tarred on both sides, and containing a vessel with 24 quarts of pitch. Several tar-barrels, besmeared with tar and turpentine, filled with straw, birch-bark, and the like substances, were placed beside it; the boat was covered with a roof of dry planks, and the whole surrounded by 100 tar-barrels more, piled in three rows. This assemblage of inflammable materials, altogether forming a heptagon, being kindled, burnt with the greatest fury, and in five minutes, the flames were about 40 feet high. The extinguishing solution then began to be discharged against the conflagration, from an engine wrought by three persons, and when only three-fourths of a hogshead were expended through a small conductor, it was completely subdued in four minutes.

In proportioning 2000 pounds of ingredients for a solution of this kind, there should be 1000 of pulverised clay, 750 of green vitriol, and 250 of alum; or instead of 750 pounds of the vitriol, there may be only 500, and 250 pounds of red ochre added to the clay and alum. Potash or salt, mixed in quantities with water, are also beneficial in reducing conflagrations. It is proposed by those who have recommended extinguishing solutions,

or witnessed their effects, that all vessels should carry the necessary ingredients to sea, where they may speedily be converted to use. As they are readily dissolved and mixed with water, so as to appear in a state of perfect fluidity, there is no difficulty in discharging them from an engine; and they can be directed aloft and below with equal facility.

On considering the properties of a remedy evidently so simple, it seems not improbable that some method may be discovered of rendering the materials employed in the construction of vessels far less combustible than they are according to their present preparation.

Besides the expedients for relieving those unfortunate persons who are exposed to the perils of the sea, thus briefly enumerated, there are some others which perhaps ought not to be overlooked. Indeed, to discuss the whole would lead to a long detail; but a cursory review of those most noted, may awaken attention to their defects, and suggest better principles to be followed in future improvements. Several general rules may be safely laid down as a guide to the contrivances of the ingenious. Simplicity in every case and situation, is especially to be studied; whence all complication must be anxiously avoided. If any expedient be designed for personal use, its structure ought to be such as itself to point out the mode of application; and it should possess some inherent essential property, which circumstances shall not easily impair. Employing metallic substances, in the formation of life-preservers, is greatly to be dreaded; and rejecting the most buoyant materials, or raising the centre of gravity of life-boats are equally unadvisable. In

communications with the shore, as danger is each moment increased by delay, it is far more important to provide the mariner with the means of accomplishing his own relief, than that such shall be entrusted to others, who may be absent in the hour of need.

NOTES

TO THE

SKETCH OF EXPEDIENTS.

Swimming.—Erroneous conclusions respecting the buoyancy of the human body result from overlooking the particular figure of individuals. While one person can scarcely sustain himself afloat, a considerable weight will prove necessary to sink another confiding in the natural properties of his structure.

Life-Preservers.—These are by no means recent inventions, as we are told of one contrived by the Chevalier de Lanquer in 1675, which could be contained in the pocket. This has been supposed to consist of some kind of habit susceptible of inflation. Its effect was exhibited to Louis XIV in 1695, and the inventor obtained a patent for its construction.

When land-troops are on board of a vessel in danger of wreck, it is recommended that each man shall secure his canteen on his breast with the same strap by which it is usually affixed at his side. Lying on his back in the water, its buoyancy will bear him up, for the canteen is somewhat larger than what would be required merely to preserve a person from sinking.

The Cork Jacket seems to have originally been called the Cork-*Waistcoat*, and to have appeared almost, if not exactly, in the shape of what is now denominated the *Seaman's Friend:* which latter consists either of two or four pieces of cork. Without controverting Dr Wilkinson's claim to be admitted the first exhibiter in Britain, it may here be ob-

served that, in 1758, a Mr Dubourg of London adopted a similar expedient. This is described as composed "of four pieces of cork, two for the breasts and two for the back, each pretty near in length and breadth to the quarters of a waistcoat without flaps, the whole covered with coarse canvas, with two holes to put the arms through. There is a space left between the two back-pieces, and the same between each back and breast-piece, that they may fit the easier to the body." But Dr Wilkinson had previously read a memoir on the subject at a meeting of the Society for Encouragement of Arts. However, it ought not to be omitted that, in 1741, John Frederic Bachstrom, a German, proposed a life-preserver of cork, consisting of two pieces for the back and two for the breast, together with smaller portions to fix under the arms and to the shoulders. The cork, if appropriated to soldiers, he says, should be in one entire piece on the back and breast, the better to resist a musket-ball; but if used by seamen, it should be divided into small portions to enable them to go through their manœuvres with facility. Bachstrom, however, goes much farther, for he proposes by five pounds of cork fixed to the fore-part of the saddle, and as much behind, to float a squadron of horse through a river in safety, while the riders are accoutred with their own proper apparatus.

Other applications of cork, strictly in the form of jackets, by foreigners, might be quoted, such as one by M Bonal of Dieppe, and another by Signor Gelaci, which latter was constructed so, that the pieces employed should always float horizontally. Likewise the scaphandre of the Abbe de la Chapelle, consisting of several rows of small square pieces of cork; and the Count de Puysegur's cork girdle, which was eight inches broad, six thick, and weighed 18 pounds. It was loaded with three pounds of lead to preserve it against an improper position from accident.

Above a century ago, M. Ozanam proposed, as a security against shipwreck, to have a girdle composed of two flat hollow semicircular bodies, whereby a person would always be supported above water. The substance of these bodies he considers immaterial, provided they be light, and of sufficient strength to resist the pressure of the waves.

It evidently appears that Mr Daniel's life-preserver, described page 466, on which he declares he expended

£1500, and which has been so well rewarded, is only a revival of one that appeared nearly, at the same time as the cork waistcoat or jacket in 1758. It was then described as "a kind of double belt wore immediately below the arm-pits, of the same kind of leather with that of the bagpipe, to one end of which a pipe is fixed, pointing to the mouth so as easily to blow the belt full of air when necessary, which will keep the body buoyant." It is earnestly to be desired that both Parliament and Public Societies, before bestowing pecuniary and honorary distinctions on individuals, would strictly ascertain how far they are merited. How can we gravely listen to a deliberate investigation by the National Council of the Empire, of whether cork will assist people to swim!!

Life-Boat.—Mr Lukin seems to have been completely aware of two indispensable principles in the construction of a life-boat. 1. To give so much buoyancy to the upper part as to render the specific gravity of the whole vessel and its lading less than the specific gravity of the water which it shall displace. 2. To load the keel below with weight sufficient to preserve the boat upright, or to give it the power of regaining its proper position when thrown out of it.

The former he practically obtained by adding a projecting gunwale of cork, and forming a hollow inclosure within the boat, containing so much air as necessary for completing the buoyancy; and the latter was accomplished by bolting a false keel of cast iron under the common keel. Instead of the projecting gunwales of cork, he likewise made an experiment, by fitting up a boat with an internal lining of that substance; whence it appears, that although he did construct a serviceable life-boat, its principles were essentially different from those adopted by Mr Greathead. Mr Wilson afterwards put the principle suggested by him, of obtaining buoyancy by empty gunwales, in execution.

It has confidently been maintained, that Mr Greathead is not the actual inventor of the boat, which passes under his name, and that the real merit is due to William Wouldhave, a painter in South Shields. The model of a boat cased with cork, and of the flat or flaunching form, is said to have been presented to the South Shields Committee by him, and that Mr Greathead was employed to build a boat after it, in

which he introduced the curved keel, according to a model which he had himself exhibited. If these facts be true, they may justly be the subject of national reproach. It is also maintained, that curvature in the keel of a life-boat is a radical error in construction, and that every vessel is thereby rendered more liable to overset.

Communications with the shore.—Since the preceding sketch was completed, a publication by Captain Manby, on the means adopted by him for preserving shipwrecked mariners, has appeared. There his whole system is concisely and perspicuously laid down, and embraces all that detail which is only glanced at here. A perusal of his useful work, which affords a valuable acquisition to the expedients for mitigating the dangers of shipwreck, cannot but be deemed interesting.

Captain Manby, in the course of his treatise, complains of frequent insinuations that he is not the inventor of the methods adopted of conveying lines from projectiles. The author of the preceding sketch had nothing more in view than to connect a few notes and observations on the subject in general, and he now regrets that he has not entered into a more minute investigation concerning the successive periods of the inventions or devices which have been exhibited. He is well aware that the merit due to one is sometimes given to another, that real desert is too often overlooked, and unless it were possible to restrain the imagination of mankind, that the vindication of inventions is no easy task. Yet in this particular instance, he cannot disguise his opinion, that all the four expedients above described, of which Captain Manby's is the latest, rest on principles essentially and virtually the same.

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THE END.

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Directions to the Binder.

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